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JUN 21 1965

# OCCUPATION REPORT

KURE - HIROSHIMA

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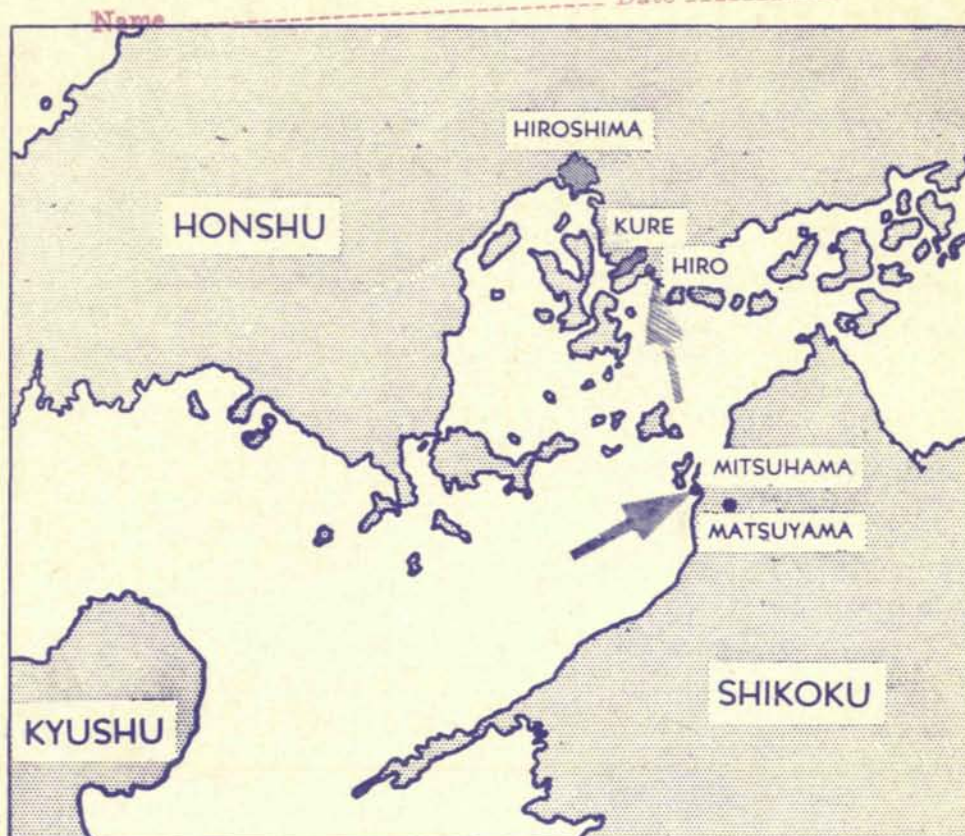
MATSUYAMA

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CTG 54.11

COM PHIB GROUP 11

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27 MAR 1946

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PhibGr-3/A16-3    COMMANDER AMPHIBIOUS GROUP THREE  
AMPHIBIOUS FORCES, PACIFIC FLEET

Serial: 013

c/o Fleet Post Office  
San Francisco, California.  
24 February 1946.

**From:** Commander Amphibious Group THREE.  
(Formerly ComPhibGrp 11 and CTG 54.11).  
**To :** Chief of Naval Operations.  
**Via :** (1) Commander Amphibious Forces, Pacific Fleet.  
(2) Commander-in-Chief, U. S. Pacific Fleet.  
**Subject:** Action Report on the Occupation of KURE-HIROSHIMA  
and MATSUYAMA Areas.  
**Reference:** (a) PacFlt Conf. ltr. 1CL-45.  
(b) ComFIFTHFleet OpPlan No. 6-45, Annex (N).  
**Enclosure:** (A), Subject Report.

1. On compliance with references, enclosure (A) is  
Forwarded herewith.

B. J. RODGERS.

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COMANTER AMPHIBIOUS GROUP THREE  
PHIBOPS 100-31 AMPHIBIOUS FORCES, PACIFIC FLEET

Serial: 013

c/o Fleet Post Office,  
San Francisco, California.  
24 February 1946.

**[REDACTED]**  
Subject: Action Report on the Occupation of KURE-HIROSHIMA  
and MATSUYAMA Areas.

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ComGen 6th Army	(2)	ComASCPHibsPac	(1)
ComGen X Corps	(2)	ComTransRon14(Temp)	(1)
ComGen 24th Div	(1)	ComTransRon16(Temp)	(1)
ComGen 41st Div	(1)	Naval War College	(1)
ComServPac	(1)	ANSCOL	(1)
ComSerRon 10	(1)	C&GS School	(1)
ComServDiv 103	(1)	MarCorps School	(1)
ComSubPac	(1)	ComPhibTraPac	(2)
ComAirPac	(1)	War Diary	(3)

AUTHENTICATED:

*G. S. Bullard, Jr.*

G. S. BULLARD, Jr.,  
Lieutenant, USNR,  
Flag Secretary.

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COMMANDER AMPHIBIOUS GROUP ELEVEN

REPORT OF OCCUPATION OF KURE-HIROSHIMA, AND  
MATSUYAMA AREAS OF JAPAN

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COMMANDER AMPHIBIOUS GROUP ELEVEN

REPORT OF OCCUPATION OF KURE-HIROSHIMA

AND MATSUYAMA AREAS OF JAPAN

PART I

BRIEF SUMMARY

1. This report covers the Naval Phases of the Amphibious Operations in connection with the mounting, movement, and landing of the TENTH CORPS assigned to the occupation of the KURE-HIROSHIMA and MATSUYAMA Areas of JAPAN, following the termination of hostilities. The period covered begins with 5 September 1945 the date that Commander Amphibious Group ELEVEN arrived in Manila and relieved Commander Amphibious Group FOURTEEN as Commander Central Occupation Group (CTG 54.11). The period ends on 31 October 1945 with departure of CTG 54.11 from HIRO WAN for TOKYO to assume the duties of CTF 54, Commander Amphibious Forces JAPAN. The operations involved were undertaken in compliance with directives as listed in Part II of this report.

2. Task Group 54.11, CENTRAL Occupation Group, under command of Rear Admiral Bertram J. Rodgers, USN, Commander Amphibious Group ELEVEN, was organized for the operation in accordance with CTF 54, Commander FIFTH Amphibious Force, Operation Plan AL501-45. The TENTH CORPS, U. S. Army, Commanded by Major General F. S. Sibert, USA, consisted of the TENTH CORPS Headquarters, CORPS troops, the 24th Infantry Division, and the 41st Infantry Division. These Units were mounted in the MINDANAO Area, and moved progressively to the KURE-HIROSHIMA-MATSUYAMA Area in accordance with movement orders issued by Commander CENTRAL Occupation Group.

3. CTF 54 Operation Plan designated KURE as the first port to be occupied, on 22 October 1945, by the TENTH CORPS Headquarters, Corps Troops, and the 41st Infantry Division, based on availability of turn-around transports and extensive minesweeping required. A change in plan to occupy KURE overland from HIRO, thus considerably reducing the initial minesweeping required, plus the diversion of TransRon 16 for the lift of the 41st Infantry Division, permitted a revision of initial landing date to 3 October 1945. Typhoons and minesweeping difficulties enforced a postponement of "F" day to 7 October, with initial landings by two battalions, for security purposes, actually being effected on 6 October. The Plan designated KOCHI to be occupied, on 25 October, by the 24 Infantry Division (less 21st RCT). By CinCafPac directive MATSUYAMA was substituted for KOCHI and the landing at MITSUYAMA in the MATSUYAMA Area was effected on 22 October. The Plan designated OKAYAMA to be occupied, on an indeterminate date, by the 21st Regimental Combat Team. The 21st RCT was landed at HIRO on 22 October and proceeded overland

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ComF...  
Action Report - KURE-HIROSHIMA AND MITSUYAMA - Part (I) - Brief  
Summary.

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for the occupation of OKAYAMA.

4. No Japanese opposition was encountered during any of the above landings, which were accomplished without serious difficulty. Fire support ships and air support units were present, and standing by on call, to support the landings at HIRO and MITSUYAMA, but no shooting was required.

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Major Plans and Orders Covering Participation of

Commander CENTRAL Occupation Group

in the Occupation of the KURE-HIROSHIMA  
MATSUYAMA AREAS

- (1) Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas Operation Plan No. 12-45 (Revised), Serial 0005817, of 14 August 1945. (Covering U. S. Pacific Fleet operations in the occupation of the Japanese Empire and Japanese held positions in the Pacific Ocean Areas).
- (2) Commander FIFTH Fleet Operation Plan No. 6-45, Serial 000165, of 27 August 1945. (Covering FIFTH Fleet operations in assisting and supporting the occupation of the Japanese Empire within the FIFTH Fleet zone of responsibility).
- (3) Commander FIFTH Fleet Operation Plan No. 9-45, Serial 00301, of 18 September 1945 and despatch 181215 of September 1945. (Covering FIFTH Fleet operations in Japanese waters and at designated locations ashore in conjunction with United States Army Forces).
- (4) Commander FIFTH Amphibious Force Operation Plan No. A1501-45, Serial A0003, of 28 August 1945. (Covering FIFTH Amphibious Force operations within the zone of SIXTH Army responsibility in the occupation of KYUSHU, SHIKOKU, Western HONSHU and adjacent offshore islands).
- (5) CTF 51, Commander Southwestern JAPAN Force Operation Plan No. 7-45, despatch 191440, of September 1945. (Covering naval operations of TF 51 in area of responsibility assigned FIFTH Fleet).
- (6) Commander Amphibious Group ELEVEN Operation Plan No. A1105-45, Serial 0023, of 14 September 1945. (Covering operations of CENTRAL Occupation Group in landing TENTH Corps in KURE-HIROSHIMA and MATSUYAMA Areas).
- (7) CTF 51, Commander Southwestern JAPAN Force Operation Order No. 8-45, Despatch 270349 of September 1945. (Covering gunfire and air support for the landing in the KURE-HIROSHIMA Area).

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COMMANDER AMEMB D S TROOP HEADQUARTERS

REPORT OF THE OCCUPATION OF THE KURE-HIROSHIMA

AND MATSUYAMA AREAS

Part II - Section A

TASK ORGANIZATION - Initial Shipping

54.11 Central Occupation Group - Rear Admiral RODGERS

(a) Group Flagship - CALVERT APA 32 - Comdr. WARRIS 1 RAGC

(b) 54.10.3 Air Support Control Unit - Comdr. BRAGG

(c) 59.3 X Corps, U. S. Army - Major General SIBERT  
X Corps Hdq. and Corps Troops  
41st Infantry Division - Major General DOE  
24th Infantry Division - Major General WOODRUFF

(d) 54.12 KURE Group - Commodore McGOVERN

59.3.1 41st Infantry - Major General DOE

54.12.1 KURE Transport Unit - TransRon 16 (Temp) -  
Commodore McGOVERN

54.12.11 TransDiv 46 (Temp) - Commodore  
McGOVERN

CECIL	APA	96	(SF)	
DARKE	APA	159		
DEUEL	APA	160		
LENAWEE	APA	195		4 APA

TOLLAND	AKA	64		
WHITESIDE	AKA	90		2 AKA

54.12.12 TransDiv 47 (Temp) - Captain HUTTON

RUTLAND	APA	192	(F)	
HIGHLANDS	APA	119		
ST MARYS	APA	126		
GASCONADE	APA	85		4 APA
YANCEY	AKA	93		1 AKA

54.12.13 TransDiv 48 (Temp) - Captain ANDREWS

TALLADEGA	APA	208	(F)	
DICKENS	APA	161		
MISSOURI	APA	211		3 APA
TODD	AKA	71		
HAMMILL	AKA	34		2 AKA

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Action Report - KURE-HIROSHIMA and MATSUYAMA Areas - Part II - Section A  
Task Organization

54.12.14 TransDiv 16 (Temp) - Captain JOHNSON

BOSQUE	APA	135	(F)	
SHERBURNE	APA	205		
DAUPHIN	APA	97		
BOTETOURT	APA	136		4 APA
MEDIA	AKA	31		1 AKA

54.12.15 Follow-up Transport Unit - Captain PADDOCK

BARNWELL	APA	132		
SIBLEY	APA	206		
TELFAR	APA	210		
ALLENDAL	APA	127		
GAGE	APA	168		5 APA
CEPHEUS	AKA	18		
ELECTRA	AKA	4		
LENIOR	AKA	74		
WINSTON	AKA	94		4 AKA

54.12.2 KURE Tractor Unit

54.12.21 LST Group 96 (Temp) Unit - Comdr. DOD

LST 1120 (F)		
777		
787		
933		
1025		
1027		6 LST

54.12.22 LST Group 44 (Temp) Unit - Comdr. BERNER, Jr.

LST 924 (F)		
354		
810		
1054		4 LST
SS JASPER F. CROUSEY		1 LIBERTY

54.12.23 OKINAWA LSM Unit - ComLSM Flot 16 - Comdr. McKEE

LST 498 (F)		
113		
309		
462		
466		5 LSM

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Action Report - KURE-HIROSHIMA and MATSUYAMA Areas - Part II - Section I  
Task Organization

54.12.3 KURE Escort and Control Unit - Lt. LARKIN

CHARLES LAWRENCE	APD 37	
DANIEL T. GRIFFIN	APD 38	2 APD
FC 1251		
PC 1127		2 PC
SC 1312		1 SC
PCS 1460		1 PCS
LUDLOW DD438 (With Follow Up Transports)		1 DD

54.12.5 KURE LCT Unit - ComLCT Group 72 - Lt. CAMPBELL

LCT 1170 (F)

589  
591  
751  
1012  
1126  
1127  
1137  
1138  
1139  
1140  
1146

54.12.6 KURE Beach Party Unit - Lieut. RATAJOWSKI

Platoon 2, Company BAKER, FIFTH Amphibious Force Beach Bn.

54.12.7 KURE Port Director Unit - Captain BARD

RUNELS	APD 85	1 APD
--------	--------	-------

54.12.8 KURE Service Unit - SerDiv 103 Unit DOG - Comdr. CALDWELL

VULCAN	AR 5	1 AR
ENOREE	AO 69	
SAUGATUCK	AO 75	
COSSATOT	AO 77	3 AO
KERN	AOG 2	1 AOG
VANDENBURGH	APB 48	1 APB
GEMSBOK	IX 117	1 IX
TALITA	AKS 8	1 AKS
KARIN	AF 33	1 AK
EURYALE	AS 22	AS
COUCAL	AF 8	ARS
LCI 944		LCI

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54.12.9 KURE Bug Unit - Lt. Comdr. COATS.

JICARILLA	ATF	104	(OTC)	
POTAWATOMI	ATF	109		
TAKAWONI	ATF	114		3 ATF
PRESERVER	ARS	8		1 ARS
ATR		9		1 ATR

KURE Movement GroupsINITIAL MOVEMENTS

54.28 Transport Movement Group - Rear Admiral RODGERS

Group Flag - CALVERT - APA 32 1 RAGC

TransRon 16 (Temp)  
(as listed under 54.12.1) 15 APA  
6 AKA

54.28.1 1ST Group 96 (Temp) Unit  
(as listed under 54.12.21) 6 1ST

54.28.2 LCS GROUP KING Unit  
(as listed under 51.3.32) 2 LC(FF)  
12 LCS

54.15.1 1ST Group 44 (Temp) Unit  
(as listed under 54.12.22) 4 1ST  
1 LIBERTY

FOLLOW-UP MOVEMENTSARRIVAL DATE

22 October 54.15.5 Follow-up Transport Unit - ComTransDiv 62  
Capt. PADDOCK

BARNWELL	APA	132	(F)	
SIBLEY	APA	206		
TELFAIR	APA	210		
ALLENDAL	APA	127	(arrived with TransDiv 38)	4 APA
CEPHEUS	AKA	18		
ELECTRA	AKA	4		
WINSTON	AKA	74		4 AKA
LENIOR	AKA	74		1 APA
CHIEF	AKA	168		

26 October**UNCLASSIFIED**

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Action Report - KURE-HIROSHIMA and MITSUHAMAS Part II-Section A  
Task Organization

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23 October 54.15.6 LSM Group 34 Unit - Lieut. Commander WEBB  
LSM 416 (F) 415  
120 416  
289 429  
357 481  
358 483  
369 11 LSM  
(plus LSM's 119, 123, 367 for Mitsuhamas)

27 October 54.15.7 LST Group 23 Unit - Commander LINTHICUM  
LST 669  
809  
811  
830  
1049 For HIRO 5 LST  
Plus  
1018 (F) (Pontoons)  
643 (Pontoons) Cargo for OKAYAMA  
2 LST

25 October 54.15.11 LST Group 99 Unit - Commander JOHNSON  
LST 1066 (F)  
397  
495  
539  
637  
703  
799 7 LST  
(plus LST's 390, 652, 800,  
887, 1048 for MITSUHAMAS)

2 November 54.15.21 LST Group 86 Unit - Commander SANDS  
LST 789 (F)  
57  
942  
1083  
1123  
1140  
6 LST  
LSM 414 1 LSM

(plus LST 166, 986 and  
106 for MITSUHAMAS)

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OKINAWA and MATSUYAMA Areas - Part II - Section A  
Task Organization

16 OctoberOKINAWA LSM Unit - Com LSM Flot 16

(as listed under 54.12.23)

5 LSM

24 OctoberOKINAWA LSM Follow-up Unit 1 - with  
Com LSM Group 45 - Lt Commander MC COY

LSM 111

227

286

469

4 LSM

(plus LSM 474 (F), 44, 94, 283, 467  
for MITSUHAMMA)30 OctoberOKINAWA LSM Follow-up Unit 2

LSM 465

1 LSM

1 NovemberOKINAWA LSM Follow-up Unit 3

LSM 440

1 LSM

ETA 3 NovemberOKINAWA LSM Follow-up Unit 4

LSM 430

1 LSM

ETA 5 NovemberOKINAWA LSM Follow-up Unit 5

LSM 452

1 LSM

(e) 54.13 MATSUYAMA GROUP - Commodore RYAN

59.3.2

24th Infantry Division (less 21st RCT)

Major General WOODRUFF

54.13.2

MATSUYAMA Transport Unit - Commodore RYANTransRon 14 (Temp) less TransDiv 38 (Temp),  
TELFAIR APA 210 and BIRGIT AKA 2454.13.21 TransDiv 40 (Temp) - Commodore RYAN

GEO. CLYMER APA 27 (SF)

BOLLINGER APA 234

GRIGGS APA 110

LANDER APA 178

4 APA

DUPLIN AKA 87

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LAPIDES

NIBLACK	(DD 424)	1 DD
PC 1127		1 PC
PCS 1460		1 PCS

## 54.13.6 MATSUYAMA LCT Unit - Lt. CAMPBELL

LCT 751	1138	
1012	1139	
1126	1140	
1127	1146	
1137	1170	10 LCT

54.13.7 MATSUYAMA Port Director Unit - Lt. Comdr.  
MEADOWS

LCI 944	1 LCI
---------	-------

54.13.8 MATSUYAMA Beach Party Unit - Lt. F. WHITEHOUSE  
Platoon 1, Company BAKER, FIFTH Amphibious  
Force Beach Bn.54.13.9 MATSUYAMA Service Unit - SerDiv 103 Unit EASY  
Comdr. CULLEN

BEAVER	(ARG 19)	1 ARG
BRAZOS	(AO 4)	1 AO
WHIPSTOCK	(YO 49)	1 YO
LCI 1020		1 LCI

MATSUYAMA MOVEMENT UNITSArrival Date

<u>21 October</u>	54.13.2	<u>Transport Movement Unit</u> - Commodore RYAN (As listed under 54.13.2)	10 APA 5 AKA
<u>23 October</u>	54.15.6	<u>LSM Group 34 (Temp) Unit</u> - Lt. Comdr. WEBB	

LSM 119	
123	
367	
(Remainder of Unit for Hiro)	3 LSM

(II) (A) - 8

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Action Report - KURE-HIROSHIMA and MATSUYAMA Areas - Part II, Section A  
Task Organization

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25 October 54.15.9 LST Group 13 (Temp) Unit - Comdr. IEA  
(As listed under 54.13.31) 5 LST  
(Plus LST 975 for OKAYAMA)

25 October 54.15.11 LST Group 99 (Temp) Unit  
(As listed under 54.13.32) 5 LST  
(Plus 7 LST's for HIRO)

2 November 54.15.21 LST Group 86 (Temp) Unit - Comdr. SANDS  
LST 166  
986 Pontoons  
1067 Pontoons 3 LST  
(Remainder of Unit for HIRO)

15 October OKINAWA LSM Unit 1 - with Com LSM Flot 16  
Commander McKEE  
LSM 78 440  
103 476  
122 478  
253 499 8 LSM

24 October OKINAWA LSM Unit 2 - with Com LSM Group 45  
Lt. Comdr. McCOY  
LSM 474 (F)  
283  
467  
44 (Via HIRO WAN)  
94 (Via HIRO WAN) 5 LSM

31 October (MITSUHAMMA) OKINAWA LSM Unit 3  
LSM 462 1 LSM

ETA 3 November OKINAWA LSM Unit 4  
LSM 384 1 LSM

54.13.1 OKAYAMA Unit - Captain WELCH

59.3.21 21st RCT (24th Infantry Div.) -  
Brig. Gen. CORT, USA

54.13.11 OKAYAMA Transport Unit - Captain  
WELCH

TransDiv 38 (Temp) Captain WELCH  
(less SIBLEY APA 206, plus -

BIRGIT AKA 24)  
BARNSTABLE APA 93 MIFFLIN AKA 207  
NEW KENT APA 217

BIRGIT AKA 24 1 AKA

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AmPhibGr 11

AmPhibGr 11 KURE HIROSHIMA and MATSUYAMA Areas - Part II Section A  
Task Organization

54.13.12 OKAYAMA Tractor Unit

LST 1018

643

975

3 LST

54.13.13 OKAYAMA Escort Unit

EDISON DD 439

1 DD

(f) 54.11.1 Central Escort Unit - Lt. LARKIN

(participated as TU 54.12.3)

(g) 54.11.2 Central UD Unit - Lt. Comdr. DeBOLD

UDT 5 - embarked in Wm. M. HOBBY (APD 95)

51.3.3 KURE Covering Unit - Rear Admiral RIGGS

TU 51.3.32 KURE Fire Support Unit - Rear Admiral RIGGS

MONTPELIER CL 57 (F)

BILOXI CL 80

2 CL

FRANKFORD DD 497 (F)

COMPTON DD 705

CHAMPLIN DD 601

GAINARD DD 706

ROWAN DD 782

JOHN R. PIERCE DD 753

6 DD

LCS(L)(3) GROUP KING - ComLCS Flot 5 -

Captain McISAAC

LC(FF) 1083 (F)

1 LC(FF)

Com LCS Group 13 - Lt. Comdr. JACKSON

LC(FF) 1081 (F)

1 LC(FF)

Division 25

Division 26

98

97

98

99

100

101

125

128

129

130

2

3

12 LCS

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Action Report - KURE-HIROSHIMA and MATSUYAMA Areas Part II  
Section (A) - Task Organization

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TU 51.3.33 CARRIER Support Unit

SUWANNEE CVE 27  
SANTEE CVE 29 2 CVE

COMCORTDIV 69 - Comdr. KEATING

RICHARD W. SUESSENS DE 342 (F)  
ABERCROMBIE DE 343  
WALTER C. WANN DE 412  
GENDREAU DE 639  
CECIL J. DOYLE DE 368

51.3.3. MITSUYAMA Covering Unit - Rear Admiral RIGGS

51.3.32 MATSUYAMA Fire Support Unit - Rear Admiral  
RIGGS

(Ships assigned KURE Fire Support  
Unit less FRANKFORD (DD 497)

2 CL  
5 DD

51.3.34 MATSUYAMA Landing Support Unit -  
Captain BUCHANAN

COMPTON DD 705 (F)  
ROWAN DD 782 2 DD

51.3.26 MATSUYAMA Carrier Support Unit

PUGET SOUND CVE 113 (F) 1 CVE  
PURDY DD 734 1 DD

(II) (A) -

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COMMANDER AMPHIBIOUS GROUP ELEVEN

REPORT OF OCCUPATION OF KURE-HIROSHIMA AND

MATSUYAMA AREA OF JAPAN

PART (II)

Section (B) - Operations

1. The task assigned to Commander Task Group 54.11, Central Occupation Group (Commander Amphibious Group ELEVEN, Rear Admiral Rodgers, USN), in connection with the occupation of JAPAN, was to plan and conduct the naval phases for the occupation of the KURE and OKAYAMA Areas in KYUSHU and the KOCHI (later changed to MATSUYAMA) Area in SHIKOKU by the TENTH Corps, U. S. Army (Major General Sibert, USA), consisting of the TENTH Corps Headquarters, Corps troops, 41st Infantry Division and the 24th Infantry Division.

2. At the close of hostilities, all Corps elements were in MINDINAO, Corps Headquarters at DELMONTIE on the north coast, 41st Division at ZAMBOANGO on the southwest coast, and 24th Division at TALOMA (DAVAO) on the southeast coast.

3. All shipping assigned to mount the TENTH Corps was turn-around shipping from Phase I occupation missions. Transport Squadron 16 (Temporary), Commodore McGOVERN, mounted the TENTH Corps Headquarters, Corps troop elements and the 41st Division at BUGO and ZAMBOANGO, 12 to 20 September. Transport Squadron 14 (Temporary), Commodore NYAN, mounted Corps elements and the 24th Division at TALOMA, MINDANAO, and LINGAYEN, LUZON, 8 to 15 October. TransDiv 62, Captain PADDOCK, loaded Corps elements at LINGAYEN, LUZON, 12 to 17 October. No organized Tractor Group was ever formed for mounting the TENTH Corps. As LST's and LSM's became available in the PHILIPPINES and OKINAWA on turn around, they were loaded in accordance with Army priorities and moved forward. Only six LST's were available for loading simultaneously with Transport Squadron 16 and arrived at HIRO on FOX Day.

4. An advance reconnaissance party consisting of UDT 5 in WILLIAM M. HOBBY (APD 95) with 41st Division Artillery representatives and Japanese language officers departed LEYTE on 21 September to join CTF 54 at MAKAMA, preliminary to entering the HIRO Area on F - 2 Day.

5. With a tentative FOX Day of 28 September, Movement Task Group 54.28 consisting of CTG 54.11 (ComPhibGroup 11) in CALVERT (APA 32), with Transport Squadron 16 (Temporary), escorted by CHARLES LAWRENCE (APD 37) and DANIEL T. GRIFFIN (APD 38), departed ABUYOG Anchorage, LEYTE on 22 September for HIRO WAN via Route IRON. On 23 September, Task Group 54.28 was diverted to OKINAWA by CTF 54, pending confirmation of

ComPhibGr-11  
Section (B) Operations.  
KURE-HIROSHIMA AND MATSUYAMA AREAS - Part II -  
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FOX Day, and arrived there on 25 September. FOX Day was finally established as 6 October and Task Group 54.28 departed BUCKNER BAY on 3 October. Unfavorable weather caused a postponement of FOX Day to 7 October.

6. At 0800 5 October rendezvous was effected with CTF 54 in MOUNT MCKINLEY (AGC 7) and Gunfire Support Group ComCru-DivTWELVE in MOUNTPELIER) off BUNGO SUIDO and passage of the 110 miles of swept channel to HIRO WAN was commended. All units anchored for the night in the swept channel off MITSUHAMMA and proceeded at first light 6 October to the transport anchorage off HIRO WAN. ComPhibGroup 11 assumed the duties of SOPA (Admin) and retained that duty until 28 October.

7. After a conference with the advance reconnaissance teams, it was determined to proceed immediately with the debarkation of certain troops in order that a security force, of at least battalion strength, would be established in KURE Navy Yard and at HIRO by nightfall. FOX Day remained 7 October but no formal NOW Hour was set. General unloading commenced at 0500 7 October, continued without incident, and by 1600, 13941 personnel, 1681 vehicles and 64% total cargo had been unloaded. Commanding General 41st Infantry Division (Maj. Gen. DOE) assumed command ashore at 1100 7 October. Commanding General TENTH CORPS moved to Headquarters ashore and assumed control of forces ashore at 1200 8 October. All transports completed unloading by 2200 8 October and ComTransRon 16 reported to ComServPac for duty in Magic Carpet. The first two task units of LST's arrived on 7 October, thereafter small task units of LST's and LSM's arrived every few days until 3 November.

8. The scheduled date for landing the 24th Infantry Division (less 21st Regiment) at KOCHI was 25 October. On 20 September, CinCAPPac directed that the MATSUYAMA Area be occupied in lieu of the KOCHI Area. Progress of minesweeping and troop mounting permitted designation of 22 October as GEORGE Day. Advance reconnaissance of the MATSUYAMA Area was conducted 11 to 13 October by TENTH Corps representatives and UDT 5 embarked in W. M. HOBBY (APD 95). On 15 October, the Group Beachmaster and Beach Party transferred from HIRO to MITSUHAMMA and eight LSM's enroute HIRO WAN with Engineer equipment were diverted into MITSUHAMMA to prepare the beaches and exits. On 19 October 9 LCT's were transferred from HIRO to MITSUHAMMA. On 21 October CALVERT with Commanding General TENTH Corps and CTF 54.11 embarked proceeded to MITSUHAMMA and TransRon 14 (Temporary) with the 24th Infantry Division embarked and TransDiv 62 with Corps elements embarked arrived off MITSUHAMMA in the late afternoon preceded by CTF 51 (Commander Southwestern Japan Force) in APPALACHIAN. TransDiv-

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Action Report - KURE-HIROSHIMA AND MATSUYAMA AREAS - Part II-  
Section (B) - Operations.

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32 with the 21st RCT Embarked reached HIRO WAN prior to dark. TransDiv 62 was forced to anchor in the swept channel. Also, the previous landing, a minimum of personnel were disembarked and unloading of cargo commenced immediately but general disembarkation of troops did not commence until 0530 22 October. Commanding General 24th Infantry Division (Maj. Gen. WOODRUFF) assumed command ashore at 1330 22 October. By 2000 24 October all transports, except for 2 AKA's, were unloaded and ComTransRon 14 reported to ComServPac for duty in Magic Carpet. At HIRO WAN the unloading of Corps elements and 21st RCT progressed smoothly, the latter debarking by battalions on successive days and preceeding by train to OKIYAMA.

9. On 27 October CTG 54.11 in CALVERT returned to HIRO WAN, on 28 October relinquished SOPA (Admin) to ComServDiv 103 Representative (C.O. VULCAN) and on 31 October departed HIRO WAN for YOKOHAMA in company with CTF 54 in MOUNT MC KINLEY (AGC-7) preparatory to relieving CTF 54 and CTF 32 as Commander Amphibious Forces, FIFTH Fleet.

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COMMANDER AMPHIBIOUS GROUP ELEVEN  
REPORT OF OCCUPATION OF KURE-HIROSHIMA AND OKAYAMA  
AREAS OF JAPAN

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Part II - Preliminaries

Section (C) - Mission, Plans and Assumptions

1. The tasks assigned TF 54.11, Central Occupation Group, Rear Admiral Rodgers, (Commander Amphibious Group ELEVEN), by CTF 54, Commander FIFTH Amphibious Force Operation Plan No. A1501-45 were to:
  - (a) Land troops, supplies and equipment of the TENTH U. S. Army Corps in KURE for KURE-HIROSHIMA Area, and in KOCHI and OKAYAMA;
  - (b) Support troop operations;
  - (c) Control naval gunfire and air support as made available by ComFIFTH Fleet;
  - (d) Conduct harbor and beach clearance as required to assure safe landing and to facilitate unloading;
  - (e) Establish anti-suicide security measures and safeguard shipping at objectives;
  - (f) Establish Port Director Units and boat pools as required.
  - (g) Initially route and control amphibious and troop supply shipping outward from, and in own objective area as directed by CTF 54;
  - (h) Evacuate personnel as directed; in order to assist in the occupation of the Japanese Empire.
2. Commander Amphibious Group ELEVEN Operation Plan No. A1105-45 as promulgated provided for:
  - (a) Landing the TENTH Corps Headquarters, Corps Troops and the 41st Infantry Division, U. S. Army and attached units in HIRO for KURE-HIROSHIMA Area;
  - (b) Landing the 24th Infantry Division, U. S. Army and attached units less one BCT, in KOCHI.

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(c) Landing one RCT of the 24th Infantry Division U. S. Army in HIRO for overland movement to OKAYAMA, or at such intermediate point as minesweeping progress permits, by mutual agreement between Commander CENTRAL OCCUPATION GROUP and Commanding General TENTH Army Corps.

3. The X Corps landings were originally scheduled as Phase III landings with tentative dates as follows:

KURE	Fox Day - 22 October
KOCHI	George Day - 25 October
OKAYAMA	Item Day - Undetermined

In accordance with CINCPAC's desire to occupy the KURE-HIROSHIMA Area without delay CINCPAC diverted TransRon 16 to lift the 41st Division and minesweeping plans were changed to sweep through KUDAKO SUIDO and AKI NADA to HIRO. Progress of mounting X Corps Headquarters and 41st Division permitted setting a tentative Fox Day of 28 September. Adverse weather conditions, with resultant retardation in minesweeping, delayed Fox Day until 7 October. By CINCPAC directive MATSUYAMA was substituted for KOCHI and progress of mounting the 24th Division and minesweeping permitted advancing George Day to 22 October. By mutual agreement the 21st RCT was landed at HIRO on 23 October and moved overland to occupy OKAYAMA. The basic plan was based on the assumption that advance reconnaissance of the KURE-HIRO Area would have been conducted by joint teams composed of Army artillery officers and UDT personnel embarked in APD's scheduled to arrive in the objective area on "F-2" Day, and this was in effect carried out. The proximity of the MATSUYAMA Area to the KURE Area and the interval between the scheduled landings permitted conducting extensive reconnaissance of the MATSUYAMA Area well in advance of the landing. The purpose of the reconnaissance in each case was to insure that all pertinent provisions of the surrender terms had been carried out, with particular emphasis on the demilitarization of gun batteries capable of firing on the occupation group. From the moment it was determined to land in HIRO for the occupation of the KURE-HIROSHIMA Area, it was assumed that all landing of troops and equipment would have to be unloaded over beaches or docks by use of landing craft, as docking facilities for large ships were non-existent at both HIRO and MATSUYAMA. ONDO SETO STRAIT, providing the narrow passage between the main island of HONSHU and KURASHI Island, providing the shortest water route between KURE and HIRO was assumed unsafe for passage by craft larger than LCM's. Reconnaissance developed that LCT's could safely negotiate it at most stages of tide and current.

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4. Preliminary estimates for gunfire support envisaged the use of 2 BB's to remain outside the 100 fathom curve and cover the entry into BUNGO SUIDO and 4 CL's, 10 DD's and 18 LCS's to accompany the transport group to HIRO WAN. The excellent progress made in occupying other sectors of the Japanese Empire, and a total absence of hostile acts, permitted a downward revision of gunfire support requirements to eliminate direct support by battle-ships and to reduce units accompanying the transport group to 2 CL's, 6 DD's and 18 LCS's. Likewise an original estimate of 4 CVE's, outside the 100 fathom curve to furnish air support, was reduced to 2 CVE's.

5. Original planning for establishing Port Director KURE was based on the assumption that formation of the KURE Port Director Unit at OKINAWA would not be completed in time to meet the advanced Fox Day of 1 - 3 October. While the KURE Occupation Group was at OKINAWA awaiting a firm Fox Day all available Port Director personnel, officer and enlisted were embarked in CALVERT (APA 32) flagship of Commander Amphibious Group ELEVEN. Captain Nathan Bard, U.S.N., KURE Port Director in RUNELS (APD 85) rendezvoused with the transport group prior to entry into BUNGO SUIDO. Upon arrival at HIRO of Service Division 103 Unit Dog on 9 October, arrangements were made to establish the Port Director KURE in VULCAN (AR 5) and Captain Bard assumed all Port Director functions at 1400 on 12 October. A boat pool of 50 LCVP's was established at HIRO with boats and personnel taken from TransRon 16 prior to its departure.

6. Upon arrival at HIRO Commander Amphibious Group ELEVEN was directed by CTF 54 to assume SOPA (Administrative). This had been provided for, during planning, by including SOPA (Administrative) Instructions as an Appendix to the Administrative Plan. These Instructions were revised as necessary to deal with the local situation. On 28 October, Commander Amphibious Group ELEVEN was relieved as SOPA (Administrative) by Commander R.S. Caldwell, Commanding Officer, U.S.S. VULCAN (ComSerDiv 103 Representative, KURE).

Part II - Section D - Own forces at outset of Action ,  
OMITTED.

Part II - Section E - Enemy forces encountered - OMITTED.

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COMMANDER AMPHIBIOUS GROUP ELEVEN  
REPORT OF OCCUPATION OF KURE-HIROSHIMA AND MATSUYAMA

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PART III

CHRONOLOGICAL RECORD OF EVENTS

In the following record all times are ZONE ITEM (Minus 9);  
all courses and bearings are true.  
Each day's account runs from 0000 to 2400.

1. 5 September 1945

COMMANDER AMPHIBIOUS GROUP ELEVEN, Rear Admiral RODGERS, arrived in MANILA BAY at 1030 in the HENRY T. ALLEN (AG 90), and relieved COMMANDER AMPHIBIOUS GROUP FOURTEEN, Rear Admiral BRISCOE, as COMMANDER TASK GROUP 54.11, CENTRAL OCCUPATION GROUP.

Planning as directed by COMMANDER FIFTH AMPHIBIOUS FORCE, and begun by the Staff of COMPHIBGRP 14, was taken over by COMPHIBGRP 11.

2. 6 - 8 September 1945

Planning continued aboard the HENRY T. ALLEN at MANILA.

3. 9 September 1945

COMMANDER UNDERWATER DEMOLITION TEAM FIVE and his Flagship WILLIAM M. HOBBY (APD 95) reported for duty. The WILLIAM M. HOBBY and UDT 5 were ordered to remain at SUBIC to continue training. COM UDT 5 was ordered to proceed to MANILA and report aboard the HENRY T. ALLEN to assist in planning.

The CHARLES LAWRENCE (APD 37) and DANIEL T. GRIFFIN (APD 38) reported for duty at LEYTE and were ordered to complete logistics and report RFS date.

4. 10 September 1945

PC 1251 reported for duty at SUBIC, RFS, and was ordered to proceed to LEYTE to complete logistics.

The CHARLES LAWRENCE and DANIEL T. GRIFFIN reported RFS at LEYTE.

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5. 11 September 1945  
COMMANDER TRANSPORT SQUADRON SIXTEEN arrived at LEYTE at 1630 in the CECIL (APA 96) with ships of TRANSRON 16 (TEMP.) less the TALLADEGA, and reported for duty.

COMMANDER LST GROUP 96 in LST 1120 reported for duty at LEYTE with LST's 777, 787, 933, 1025, 1027, 1120.

6. 12 September 1945

The TALLADEGA arrived at LEYTE at 0730 and proceeded to MANICANI for docking to replace a damaged screw.

Ships of TRANSRON 16 (Temp.) and LST's temporarily assigned to COM LST GROUP 96 replenished logistics at LEYTE.

7. 13 September 1945

The CHARLES LAWRENCE and DANIEL T. GRIFFIN further reported to COMMANDER TRANSRON 16 for duty.

The DANIEL T. GRIFFIN embarked TQM officers of TRANSRON 16 and departed LEYTE at 1500 for BUGO and ZAMBOANGA.

8. 14 September 1945

The DANIEL T. GRIFFIN arrived BUGO at 0600, disembarked TQM officers of the LENAWEE (APA 195) and WHITESIDE (AKA 90) and sailed for ZAMBOANGA.

COMPANY BAKER FIFTH AMPHIBIOUS FORCE BEACH BATTALION boarded the HENRY T. ALLEN at MANILA.

COMMANDER LST FLOT 5 in LC(F) 788 arrived MANILA, reported for duty and was directed to proceed to ZAMBOANGA when ready for sea, about 16 September.

PC 1251 arrived LEYTE and reported readiness for sea.

At 1000 COMTRANSRON 16 in the CECIL departed LEYTE for BUGO and ZAMBOANGA with the following ships in company: DARKE, DEUEL, LENAWEE, TOLLAND, BOSQUE, and SHERBURNE, escorted by the CHARLES LAWRENCE.

At 1500 COMTRANSDIV 47 departed LEYTE for ZAMBOANGA in the RUTLAND with HIGHLANDS, ST. MARY'S, YANCEY, and MEDIA. The LENAWEE and WHITESIDE sailed in company for BUGO.

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COMTRANSDIV 48 in the TALLADEGA departed LEYTE for ZAMBOANGA at 1600 with DAUPHIN, DICKENS, MISSOULA, BOTETOURT, GASCONADE, and PALINA.

At 1830 the HENRY T. ALLEN with COMPHIBGRP 11 embarked departed MANILA for ZAMBOANGA.

9. 15 September 1945

The DANIEL T. GRIFFIN arrived ZAMBOANGA with TOM officers of TRANSRON 16.

The LENAHEE and WHITESIDE arrived BUGO to load Xth CORPS troops.

Com LST GROUP 96 departed LEYTE in LST 1120 for ZAMBOANGA with LST's 777, 787, 933, 1025. LST 1027 sailed in company for BUGO.

The CALVERT (APA 32) arrived at LEYTE at 0800, reported for duty, and was directed to expedite logistics and proceed to ZAMBOANGA to embark COMPHIBGRP 11 and Staff.

10. 16 September 1945

At 0700 COMPHIBGRP 11 in the HENRY T. ALLEN arrived ZAMBOANGA.

TRANSRON 16 (Temp.) less the LENAHEE and WHITESIDE arrived ZAMBOANGA in three sections, under COMTRANSRON 16, COMTRANSDIV 47, and COMTRANSDIV 48, at 0800, 1300, and 1400 respectively, and commenced loading the 41st INFANTRY DIVISION.

LST 1027 arrived BUGO to load Xth CORPS Troops.

11. 17 September 1945

The CALVERT arrived ZAMBOANGA at 1430. COMPHIBGRP 11 shifted his flag to the CALVERT. The HENRY T. ALLEN with PHIBGR 14 embarked, departed for LEYTE and MANILA at 2000.

COMPANY BAKER FIFTH AMPHIBIOUS BEACH BATTALION transferred from the HENRY T. ALLEN prior to its departure, Platoon 1 to join the 24th Inf. Div. Platoon 1 to board the DAUPHIN.

At 1500 COM LST GROUP 96 in LST 1120 arrived ZAMBOANGA with LST's 777, 787, 933, 1025.



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COM UDT 5 in WILLIAM M. HOBBY (APD 95) departed SUBIC for ZAMBOANGA.

COM LST FLOT 5 in LC(FF) 788 departed MANILA at 1945 for ZAMBOANGA.

Loading of transports at Zamboanga progressed rapidly and COMPHIBGR 11 reported by dispatch to COMFIFTHPHIBFOR that ships could be sailed to meet a FOX DAY of 28 September.

12. 18 September 1945

Loading of 41st INF. DIV. at ZAMBOANGA and Xth CORPS at BUGO continued.

The CALVERT with COMPHIBGRP 11 embarked sailed from ZAMBOANGA at 1830 for BUGO.

SC 1312 reported for duty at OKINAWA in damaged condition as result of a typhoon, RFS date uncertain. Ordered to effect repairs and await further orders.

COM LST FLOT 5 enroute to ZAMBOANGA in LC(FF) 788 was directed to remain at ZAMBOANGA to supervise loading of the second group of 5 LST's scheduled to lift the 41st INF. DIV.

13. 19 September 1945

The CALVERT arrived BUGO at 1130.

COM LST GR 96 was designated COMMANDER TASK UNIT 51.28.1 and departed ZAMBOANGA at 1200 for HIRO WAN with LST's 1120 (F), 777, 787, 933, 1025 and the liberty ship SS JASPER F. CROFSEY.

COMTRANSRON 16 departed ZAMBOANGA at 1500 in the CECIL with DEUEL, TOLLAND, HIGHLANDS, ST. MARY'S, GASCONADE, YANCEY, DICKENS, MISSOULA, TODD, SHERBURNE, and BOTETOURT, escorted by the CHARLES LAWRENCE bound for BUGO.

At 1800 COMTRANSDET 47 in the RUTLAND departed ZAMBOANGA for ABUYOG with TALLADEGA, DARKE, PAMINA, BOSQUE, DAUPHIN, and MEDIA escorted by the DANIEL T. GRIFFIN.

The WILLIAM M. HOBBY with COM UDT 5 embarked arrived ZAMBOANGA and departed for BUGO.

COM LST FLOT 5 arrived ZAMBOANGA in LC(FF) 788 at 1500.

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Action Report - KURE-HIROSHIMA and MITSURU (III)  
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During the night, in view of CTF 52's report that mine-sweeping would in all probability not permit anticipation of a 3 October FOX DAY, COM TASK UNIT 54.28.1 was ordered to proceed to ABUYOG anchorage, and to divert the SS JASPER F. CROUSEY into BUGO.

14. 20 September 1945

The WILLIAM M. HOBBY with UDT 5 embarked arrived BUGO at 0800.

At 0815 LST 1027 departed BUGO to join TU 54.28.1 at 1330 at Point HJ (Lat. 09-14 N, 124-28 E).

COMTRANSRON 16 with 12 ships of the squadron escorted by the CHARLES LAWRENCE arrived BUGO at 1045, embarked Army boats and departed at 1600 plus the WHITESIDE for ABUYOG.

At 1330 the SS JASPER F. CROUSEY arrived at BUGO to load Xth CORPS cargo.

The Command Post of the Xth CORPS at DEL MONTE, MIN-DANAO closed at 1800 and reopened at the same time aboard the CALVERT.

COMFIFTHPHIBFOR confirmed FOX DAY as 28 September and ordered shipping to be sailed to meet this date, to be diverted, if necessary, to OKINAWA if FOX DAY were delayed. COMPHIBGRP 11 ordered CTU 54.28.1 to cancel the diversion to ABUYOG and to proceed as originally instructed to HIRO WAN through Point JP and along a route 7 miles to starboard of the Median Line of Routes IRON, SULPHUR, and ZINC to Point PULLET.

The WILLIAM M. HOBBY was sailed from BUGO at 1800 to proceed to SAN PEDRO BAY for logistics, thence via Route SQUASH to OKINAWA for additional logistics and final sailing via route ZINC to join the AUBURN in BUNGO SUIDO at 0800 FOX - 2 Day.

15. 21 September 1945

TRANSRON 16 less LENAWEE arrived ABUYOG in 2 sections, one under COMTRANSRON 16 at 0630, the other under COMTRANSRON 16, at 1400. The PALM continued on to effect minor repairs; the WHITESIDE to SAN PEDRO BAY to complete loading. The CHARLES LAWRENCE proceeded to MANICANI to effect repairs to a defective davit.

The WILLIAM M. HOBBY arrived SAN PEDRO BAY at 0700 and departed 1600 for OKINAWA.

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KINE, MITSUYAMA AREAS - Part (III)  
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TU 54.28.1 escorted by PC 1251 which joined in LEYTE GULF passed through Point JP (Lat. 10-46 N, long. 126-14 E) at 0900, SOA 8.5 knots.

The SS JASPER F. CROUSEY was ordered to remain at BUGO to be sailed by COMPHIBGRP 14 with 4 LST's scheduled to load at BUGO on 22 September.

At 1300 COMPHIBGRP 11 in the CALVERT departed BUGO with the LENAWEE for ABUYOG.

COM LCS(L) (3) FLOT FIVE, Commander of LCS(L)(3) GROUP KING in LC(FF) 1083, reported for duty at OKINAWA with LCS(L)(3) GROUP 13 plus LCS 2 and 3. He was directed to rendezvous with TG 54.28 at Point PULLET at 0400 FOX minus one day.

16. 22 September 1945

The CALVERT and LENAWEE arrived at ABUYOG anchorage at 0044.

TASK GROUP 54.28 consisting of COM TASK GROUP 54.11 in CALVERT with TRANSRON 16 (Temp.) and escorts CHARLES LAWRENCE and DANIEL T. GRIFFIN was established for movement of the 41st INF. DIV. and Xth CORPS Headquarters to HIRO MAN. This TASK GROUP less WHITESIDE, PAMINA, and CHARLES LAWRENCE got underway from ABUYOG anchorage at 0551 and sortied on course 105° in cruising formation 1 ABLE (Division columns; Interval between columns 1000 yards; distance between ships 600 yards; Guide in CECIL, Column Two Leader; OTC in CALVERT on fleet axis 1000 yards ahead of Column Leaders). Speed of advance 13 knots. WHITESIDE and PAMINA overtook and joined the formation at 1000. At 1116 in position 10° 31' 30" N, 125° 53' 59" E the formation by CORPEN QUEEN method came to course 059°. At 1442 at Transport Point One (Lat. 11° 06' 05" N, Long. 126° 52' 05" E) the formation came to course 020°, and proceeded along a track 9 miles starboard of the median line of Route IRON. No further course or speed change was made during the day.

Positions of TG 54.28:

1200 Position:	10° 36.5' N	126° 01.8' E
2000 Position:	11° 45' N	127° 07' E

17. 23 September 1945

Both TG 54.28, steaming at 13 knots, and TU 54.28.1, steaming at 8.5 knots, proceeded along Route IRON on course 020° 9 and 7 miles to starboard of the median line respectively. At

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1330 orders were received from COMFIFTHPHIBFOR to divert both the Transport and the Transporter to MATSUYAMA pending confirmation of FOX DAY.

At 1403 in Lat.  $15^{\circ} 28' N$ , Long.  $128^{\circ} 02' E$ , TG 54.28 came to course  $359^{\circ}$  and increased speed to 14 knots, to arrive BUCKNER BAY prior to dark on 25 September.

At 1600 in approximate position Lat.  $17^{\circ} 45' N$ , Long.  $129^{\circ} 15' E$ , TU 54.28.1 changed to a course direct to BUCKNER BAY, and radioed ETA as 0630 26 September.

COMPHIBGRP 11 directed the WILLIAM M. HOBBY and LCS(L) (3) GROUP KING to remain at OKINAWA pending further orders.

The Commanding Officer of the CHARLES LAWRENCE notified CTG 54.28 that he expected to join the Task Group at daylight 24 September. CTG 54.28 advised him of the convoy's change of course and speed.

In reply to COMFIFTHPHIBFOR's request for information concerning the earliest possible date of release of SC's or PC's, COMPHIBGRP 11 advised that SC 1312 was available for immediate release at OKINAWA.

Positions of TG 54.28:

0800:  $14^{\circ} 15.5' N$ ,  $127^{\circ} 53' E$ .  
1200:  $15^{\circ} 03.5' N$ ,  $128^{\circ} 10' E$ .  
2000:  $16^{\circ} 49.8' N$ ,  $128^{\circ} 19.2' E$ .

18. 24 September 1945

The APD 95, WILLIAM M. HOBBY, with UDT 5 embarked, arrived OKINAWA at 0700.

TU 54.28.1 and TG 54.28 continued toward OKINAWA, latter on course  $359^{\circ}$  at 14 knots, reducing speed to 13 knots at 0835.

At 0455 the CALVERT's radar picked up a surface contact bearing  $122^{\circ} T$ , 15 miles. The contact was identified as the CHARLES LAWRENCE which overtook and joined the formation at 0730, taking station 2000 yards ahead of the column Three leader. The D NIEL T. GRIFFIN moved to station 2000 yards ahead of the Column Two Leader.

Positions of TG 54.28:

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0800: 19° 36.8' N, 128° 09' E.  
1200: 20° 30' N, 128° 07.2' E.  
2000: 22° 19' N, 128° 10' E.

19. 25 September 1945

TU 54.28.1 and TG 54.28 continued toward OKINAWA, latter on course 359°, steaming at 13 knots.

At 1353 TG 54.28 came to course 330°. Speed was reduced to 10 knots at 1500 and to 5 knots at 1503. At 1509 the formation arrived off the entrance to BUCKNER BAY, OKINAWA, and executed speed zero.

Pending receipt of anchorage assignments for the convoy, the C. LVERT entered the BAY and anchored at 1800 in Berth LOVE 49. At 1700 CTG 54.28 ordered TG 54.28 to enter the BAY and anchor at discretion in the two northern rows of LOVE anchorages. All ships were anchored at 1918.

Positions of TG 54.28:

0800: 24° 54' N, Long. 128° 09' E.  
1200: 25° 32.5' N, Long. 128° 08' E.  
2000: BUCKNER BAY, OKINAWA.

20. 26 September 1945

TG 54.28 remained at anchor in BUCKNER BAY, OKINAWA.

TU 54.28.1 entered BUCKNER BAY and anchored at 0730.

The WILLIAM M. HOBBY with UDT 5 and 24 Army observers embarked, sailed from BUCKNER BAY at 1200 for WAKAYAMA, routed through Point VODKA thence 8 miles to starboard of Route ZINC to GOOSE, Route SODIUM to CHICKEN, Route NITROGEN to BULLOCK, SOA 15 knots. ETA WAKAYAMA 0900 28 September.

CTU 54.15.1 (COM LST GROUP 44) in LST 924 with LST's 354, 810, 1045, and SS JASPER F. CROSEY departed BUGO at 1400 for HIRO WAN, routed 7 miles to starboard of Routes IRON, SULPHUR, and ZINC to Point PULLET. ETA Point PULLET 0400 3 October.

TU 54.18.10, TRANSRON 14 (Temp.) less DUPLIN AKA 87, BIRGIT AKA 24, WASHBURN AKA 108, and SIDONIA AKA 42 plus ROXANE AKA 37, escorted by TOLLBERG APD 103 departed WAKAYAMA at 1700 for LEYTE via routes NITROGEN and IRON. ETA LEYTE 1800 1 October. COMPHIBGRP 11 radio TRANSRON 14 to complete boat and boat crew complement of the Transron, leaving space to lift following Army

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boats from TALOM to MATSUYAMA: 28 LCM(6), 5 LCM(3), 2 LCVP, 1 Jig Boat, and 1 FS boat.

COMFIFTHPHIBFOR advised COMPHIBSPC that SC 1312 was available for release on 26 September.

21. 27 September 1945

TG 54.28 and TU 54.28.1 remained at BUCKNER BAY, OKINAWA. Ships of TG 54.28 topped off fuel oil supply.

TU 54.15.1 continued along Route IRON toward objective.

TU 54.18.11, Commander FLUCK, in DUPLIN (AKA 87) with WASHBURN (AKA 108) and BIRGIT (AKA 24), all of TRANSRON 14 (Temp.) escorted by HEATINGER (DE 746) departed WAKAYAMA at 1400 for LEYTE via Routes NITROGEN and IRON. ETA LEYTE 1400 2 October.

COMTRANSRON 14, enroute LEYTE, reported by radio to COMPHIBGRP 11 for duty and advised that the Squadron's boats were at SUBIC BAY. COMPHIBGRP 11 directed COMTRANSRON 14 to divert the TELFAIR and SIBLEY to LINGAYEN and recommended diversion of other ships as necessary to SUBIC to embark boats.

22. 28 September 1945

The WILLIAM M. HOBBY arrived WAKAYAMA at 0900 and reported to COMFIFTHPHIBFOR.

COMMANDER LSM FLOT 5 in LC(FP) 628 with COMMANDER LSM GROUP 45 in LSM 474 reported to COMPHIBGRP 11 at OKINAWA with LSM's 474, 111, 112, 283, 344, 440, 467, 476, 478, 499 having previously reported to the PORT DIRECTOR OKINAWA for loading.

COMPHIBGRP 11 advised CTU 54.15.1, who was proceeding along Route IRON toward the objective, to remain south of the latitude of the passing typhoon center by reducing speed or changing course until able to proceed safely to destination.

COMTRANSRON 14 and COMPHIBGRP 14 diverted the TELFAIR and SIBLEY to LINGAYEN with orders to stop first at SUBIC to embark boats, and then at MANILA for logistics. ETA SUBIC 1200 1 October.

COMTRANSRON 14 diverted TU 54.18.11 as follows: The DUPLIN and WASHBURN to SAN FERNANDO and SUBIC, the BIRGIT to SUBIC. All three ships were ordered to continue on to LEYTE after embarking boats at SUBIC.

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In view of the threatening TYPHOON, ships of TG 54.28 and TU 54.28.1 sortied from BUCKNER BAY and steamed to the south and west of OKINAWA GUNTO. TG 54.28 was underway at 1330, formed cruising disposition 1 ABLE and passed through Point ABLE (180° 3300 yards from TSUKEN LIGHT) on course 180° speed 5 knots. At 1555 course was changed to 225°. At 1625 speed was increased to 7 knots and at 1715 in Lat. 25° 56' N, 127° 55' 30" E the formation came to course 270° and remained on this course until 0539 29 September. At 2000 the TASK GROUP was in Lat. 25° 56' N, Long. 127° 34' E.

23. 29 September 1945

A typhoon still threatened the OKINAWA Area. TG 54.28 and TU 54.28.1 continued to steam south and west of OKINAWA; COM LCS(L)(3) FLOT 5 was directed to remain in BUCKNER BAY with LCS(L)(3) GROUP KING until ordered to sail for the objective; loading of LSM's of FLOT 5 at OKINAWA was delayed.

Positions of TG 54.28:

0800: 25° 51.5' N, 126° 25' E.  
1200: 25° 49' N, 126° 58.5' E.  
2000: 25° 58.5' N, 127° 07' E.

CTU 54.28.1 reported his position at 1030 as Lat. 25° 27.5' N, Long. 126° 01.5' E, course 270°, speed 8.6 knots.

CTU 54.15.1 enroute from BUGO to the objective maneuvered to keep south of the typhoon center.

24. 30 September 1945

At 0839 in approximate position Lat. 27° 04' N, Long. 126° 27' E, TG 54.28 came to course 080° and proceeded toward the objective at 12 knots, routed to pass between OKINOYERABU JIMA and YORON JIMA to join Route ZINC at Point GOOSE. Speed was increased to 13.5 knots at 1250. At 2330, when the formation was in approximate position Lat. 29° 43.2' N, Long. 129° 44.2' E orders were received from COMFIFTHFIBFOR to delay FOX Day until 6 October. At 2345 the formation came to 113° and at 0105 to 233°, to return to BUCKNER BAY.

Positions of TG 54.28:

0800: 26° 59' N, 126° 23' E.  
1200: 27° 10.5' N, 127° 08.5' E.  
2000: 27° 22.7' N, 129° 00.1' E.

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TU 54.28.1, meanwhile, had been ordered to proceed to the objective, and at 0900 in position Lat. 26° 39' N, Long. 124° 23' had altered course to 080° and increased speed to 8.6 knots, proceeding north of YORON JIMA to join Route ZINC at 130° East. COMFIFTHGRF 11 ordered the Task Unit to return to BUCKNER BAY when delay of FOX DAY was received.

In view of the postponement of FOX DAY, COM LCS(L)(3) FLOT 5, previously ordered to proceed when weather permitted, was directed to remain at BUCKNER BAY. The PD OKINAWA was advised of the revised FOX DAY and requested to delay sailing orders of HIRO bound LSM's accordingly. COMFIFTHPHIBFOR was requested to amend orders to ships and craft proceeding to HIRO from ports in the EMPIRE. No diversion orders were sent to TU 54.15.1 pending receipt of the convoys position course and speed.

25. 1 October 1945

At 1200 the TG 54.28 arrived off the entrance to BUCKNER BAY and proceeded to anchorages previously occupied. The CALVERT anchored at 1258.

TU 54.28.1 arrived in BUCKNER BAY prior to dark.

The WILLIAM M. HOBBY with UDT 5 and 24 Army officers aboard arrived at Point BUNGO at 0500 and was led by the TRACY to HIRO WAN anchorage.

TRANSRON 14 less DUPLIN, BIRGIT, and WASHBURN, having been diverted by COM TRANSRON 14, arrived SUBIC BAY at 1300, embarked boats and departed for LEYTE via SAN FERNANDO. The TELFAIR and SIBLEY proceeded to LINGAYEN.

No position report was received from TU 54.15.1.

26. 2 October 1945

TG 54.28 remained at anchor in BUCKNER BAY. Weather prevented replenishment of fresh provisions from the FLEETWOOD.

Thirteen officers and 25 men of the KURE PORT DIRECTOR and embarked on the CALVERT.

RALPH TALBOT (DD 390) and COCHLAN (DD 606) arrived BUCKNER BAY, transferred 9 officers and 5 enlisted men to the TALLADAGA, and departed at 1645 for SASEBO. The officers and men were members of a Navy intelligence team proceeding to inspect the KURE Navy Yard.

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TU 54.28.1 departed BUCKNER BAY at 1800 for HIRO WAN, routed 7 miles to starboard of Route ZINC. SOA 8.4 knots. ETA Point PULLET 050400.

TU 54.28.2, COMLCS(L)(3) FLOT 5 in LC(FF) 1083 with LCS(L)(3) GROUP KING, departed BUCKNER BAY at 1800 for HIRO WAN, routed 8 miles to starboard of Route ZINC. SOA 8.8 knots. This Task Unit was ordered to rendezvous at Point PULLET with CTG 54.28 in CALVERT at 050100 and to follow transports through the swept channel to HIRO WAN.

TU 54.15.1 reported its noon position as Lat. 25° 21' N, Long. 130° 39' E, course 005°, SOA 10.9 knots. The Task Unit was ordered to adjust speed to rendezvous at Point PULLET at 050400 with TU 54.28.1 and to proceed with it through the swept channel to HIRO WAN.

The DUPLIN, WASHBURN, and BIRGIT arrived SUBIC BAY to embark boats and proceed on to LEYTE.

27. 3 October 1945

TU 54.28.1, 54.28.2, and 54.15.1 continued enroute to the objective.

TRANSRON 14 less the TELFAIR, SIBLEY, DUPLIN, WASHBURN and BIRGIT arrived LEYTE at 1100.

SC 1312 was released from duty with COMPHIBGRP 11 and directed to report to CinCPac PEARL for further orders.

At 0800 TG 54.28 less the CALVERT got underway and sortied from BUCKNER BAY under the tactical command of CONTRANSRON 16. Outside the BAY, transports formed cruising disposition 1 ABLE on course 075°, speed 12 knots. CTG 54.11 in the CALVERT departed BUCKNER BAY at 0932 to overtake the transports. At 1155 the CALVERT arrived on station in the transport formation, and CTG 54.11 assumed tactical command, designating the CECIL as guide, course 075°, speed 12 knots. The Group passed through Point PIDGEON and changed course at 1356 to 050°, bringing the formation onto a track parallel to Route ZINC and 9 miles to starboard of the median line.

Carrier TASK GROUP 58.10 was picked up by radar at 2250 bearing 031° true, 13-1/2 miles from the Transport Group, on course 220°, speed 12 knots. At 2211 TG 54.28 turned left to 010°; TG 58.10 turned left to 130°. At 2249 after the two groups had passed well clear, TG 54.28 returned to base course 050°, on a track 2 miles west of the Route ZINC Median Line.

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## Positions of TG 54.28:

1200: 26° 20' N, Long. 128° 30' E.

2000: 27° 21.5' N, Long. 129° 58' E.

28. 4 October 1945

TU's 54.28.1, 54.28.2, 54.15.1 and TG 54.28 continued toward the objective.

At 0229 TG 54.28 came to course 021° on a track 9 miles to starboard of the median line from Point GOOSE to Point CAPON. The course was changed to 016° at 0850. Increasing head winds slowed speed of advance. To compensate speed was increased to 13.5 knots at 1326. At 1440 TU 54.28.1 was picked up by radar bearing 013° 10 miles from the CALVERT.

During the afternoon wind velocity increased to 38 knots, direction 015°.

At 1730 word was received from CTF 54 that FOX Day was delayed until 7 October because of a threatening typhoon. CTG 54.11 ordered TG 54.28 to reduce speed to 7 knots at 1744; to come to course 025° at 1745; and to remain south and east of Point PULLET until the weather conditions clarified, ready to proceed into the INLAND SEA. Speed was increased to 9 knots at 2030 to afford better maneuverability.

TU 54.28.2 was ordered to disregard rendezvous with TG 54.28 and to proceed through BUNGO SUIDO swept channel to sheltered anchorage in USUKI WAN.

TU's 54.28.2 and 54.15.1 were directed to cancel their rendezvous and to operate west and south of Point PULLET.

## Positions of TG 54.28:

0800: 29° 17' N, 131° 26' E.

1200: 29° 50' N, 131° 45' E.

2000: 31° 16' N, 132° 15' E.

Reported 0800 position of TU 54.15.1: 31° 34' N, 132° 00' E.

29. 5 October 1945

At 0349 word was received from CTF 54 that Transport should pass Point BUNGO at 0700 October or as soon thereafter as practicable. To comply, TG 54.28 altered course to 000° at

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0242, increased speed to 10 knots at 0329 and to 12 knots at 0345. At 0409 course was changed to 345°. Orders to form cruising disposition Dog (double column) were executed at 0631.

Units entered BUNGO SUIDO in following order: TU 51.3.32 (Gunfire Support Unit) lead by ELLYSON; TU 54.28.2 (LCS Unit); MT. MCKINLEY with RUNELS and HARVESON; BASSETT escorting COM LSM GROUP 36 in LSM 420 with LSM's 62, 337, 338 and 354 from WAKAYAMA, TG 54.28 lead by TRACY.

TG 54.28 began entering BUNGO at 0839 and passed the BASSETT with 5 LSM's in the swept channel. At Point CARDIFF transports formed single column astern of CALVERT. The TASK GROUP proceeded through the channel at 15 knots reducing speed to 11 knots in the restricted area between 33-31.5 N and 33-38.5 N.

With the exception of TU 54.28.2 which anchored in USUKU WAN, all units which entered BUNGO SUIDO in the morning of 5 October anchored for the night in the swept channel between latitudes 33° 42' N and 33° 50' N. The CALVERT anchored at 1612 5000 yards bearing 186 from the Southern tip of YURI SHIMA.

During the evening Japanese pilots and interpreters were transferred from the GAINARD to the MT. MCKINLEY, MONTPELIER, CALVERT, CECIL, RUTLAND and TALLADEGA.

A total of 7 floating mines were sighted by units passing through the swept channel on 5 October. Of these one was sunk by gunfire.

Position reports from TU's 54.28.1 and 54.15.1 indicated that they would be unable to reach USUKU WAN prior to dark. The Task Units were ordered to rendezvous at first light 6 October at Point BUNGO and proceed via swept channel to HIRO WAN.

COM LST FLOT 5 in LC(FF) 788 departed ZAMBOANGA for MANILA to confer with COMPHIBGRP 14 regarding the loading of LST's at LUNGAYEN.

20. 6 October 1945

JTF 54 designated CTG 54.11 OTC of the movements of all units excepting the MT. MCKINLEY and HARVESON from the swept channel anchorage to HIRO WAN. In compliance with orders from CTG 54.11, TU 54.28.2 lead by the ELLYSON got underway at 0600 followed at 0625 by the CALVERT lead by the TRACY. TRANSRON 16 with CHARLES LAWRENCE, DANIEL T. GRIFFIN and RUNELS were underway at 0630. The BASSETT with 5 LSM's followed Transports.

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CTG 54.11 arrived in the AKI NADA anchorage at 0835 and assumed duties as SOPA (Admin). The MT. MCKINLEY with CTF 54 embarked, Gunfire Support ships, and Transports anchored in assigned berths in AKI NADA. Already present in the inner bay near HIRO were minesweepers of TG 52.7, Guinea Pig ships (cargo vessels used to test swept channels) of TG 52.11, TU 54.18.15 (12 LCT's), TAWAKONI (ATF 114), PC 1127, OSMOND INGRAM (APD 35), the WILLIAM M. HOBBY with UDT 5 embarked, and LSM 386 with a naval bomb-disposal team embarked. TU 54.28.2 arrived in AKI NADA at 1147 and anchored west of assigned transports berths. At 1240 the JICARILLA, POTAWATOMI and PRESERVER arrived and anchored near LCS Group.

After a conference aboard the CECIL with advance reconnaissance parties, CTG 54.11 directed transports to move in to inner anchorages and prepare to unload.

All LSM's completed unloading and assisted transports throughout the night.

Transports fueled YMS's of TG 52.7 during the night.

TU's 54.15.1 and 54.28.1 were unable to reach HIRO WAN prior to dark and anchored in the swept channel south of YURI SHIMA. In passing through the swept channel LST's sighted and sank 3 mines.

PC 1127 was released and directed to report to CinC Pac for orders.

The BIRGIT and WASHBURN of TRANSRON 16 arrived LEYTE for logistics.

### 31. 7 October 1945

Gunfire support batteries and circuits were manned at 0400 and remained in a ready status until secured at 1200.

Unloading began at 0500 and continued without incident. By 1600 13941 personnel, 1681 vehicles and 64% of total cargo had been unloaded. By 2000 APA's were 75% unloaded, AKA's 58% unloaded.

TU's 54.28.1 and 54.15.1 arrived at 0800. All LST's beached and, with the exception of LST 810, were unloaded and retracted by 2200.

LST 1054 was designated beach pool mooring ship. Transports were directed to assign 50 LCV's to establish the pool.

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The PC 1251, CHARLES LAWRENCE and DANIEL T. GRIFFIN were released as of 1800. The APD's were directed to report to CinCPac for further orders; the PC to await sailing orders to PEARL.

The CECIL J. DOYLE was directed to report to CTU 51.3.3 for duty after the VULCAN, with SerDiv 103 Unit DOG embarked, had entered BUNGO SUIDO, about 1200.

The Commanding General of the 41st Inf. Div. assumed command ashore at 1100.

The LENAWEE was designated to receive personnel eligible for discharge.

COMLSTFLOT 5 in LC(FF) 788 arrived at MANILA to confer with COMPHIBGROUP 14.

Departures from HIRO WAN:

0600 OSMOND INGRAM (APD 35) for WAKAYAMA.  
0600 BASSETT (APD 73) with COM LSM GROUP 36 in LSM 420 plus LSM's 62, 337, 338 and 354 for WAKAYAMA.  
0600 LSM 386 for SASEBO.

Arrivals at HIRO WAN:

0800 TU's 54.28.1 and 54.15.1, a total of 10 LST's plus liberty ship JASPER F. CROPSY.

32. 8 October 1945

Unloading continued without incident. By 2200 all transports were unloaded.

CTG 54.11 relinquished and ComGen 10th Corps assumed control of forces ashore at 081200.

NASAKA JIMA was designated as a recreation island and organized recreation parties were authorized.

COM LCS FLOT 5 with LCS GROUP KING was released by CTG 54.11 at 0000. CTF 54 directed CTG 54.11 to sail the Group to PEARL to report to AdComPhibsPac.

CTF 54.11 notified CTF 51 that gunfire and air support ships were no longer required at HIRO WAN.

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CTF 54 cancelled PC 1251 orders to proceed PEARL and directed the PC to report by dispatch to ComMarianas for duty.

Departure of LST's and LCS GROUP KING was delayed pending improvement of weather conditions.

Ships of TRANSRON 14 scheduled to load at TALOM less DUPLIN and WASHBURN arrived at TALOMO.

Departures from HIRO WAN:

None.

Arrivals at HIRO WAN:

1400 Japanese cruiser YAKUMO and Transport No. 19 to await arrival of tanker SAUGATUCK.

33. 9 October 1945

Scheduled departure at 0600 of LST GROUPS 44 and 96 for LINGYEN and of LCS GROUP KING for ENIWETOK was postponed 24 hours because of the impending typhoon.

CTF 54 cancelled previous orders to LCS GROUP KING and directed them report to COMFIFTH FLEET in compliance with orders from CinCPac.

The YAKUMO was inspected by representatives of CTU 51.3.3 and was found to be completely demilitarized.

LST 202 and the merchant ship WALTER KIDDE arrived at Point BUNGO unannounced. In view of the impending typhoon the LST was directed to anchor in SUKUMO WAN and the WALTER KIDDE in USUKI WAN until weather permitted passage to HIRO WAN.

CinCPac directed the CHARLES LAWRENCE and DANIEL GRIFFIN to proceed to MANILA and report to COMPHILSEAFRON for duty.

In compliance with orders from CTF 54 COMTRANSRON 16 reported to ComServPac for duty in MAGIC CARPET with all APA's USS DAUPHIN. The DAUPHIN, MEDIA and P-MINA were directed to proceed to LINGYEN as routed by CTG 54.11. The TOLLAND, WHITESIDE, YERKE and TODD reported to CinCPac for duty.

The SUWANNEE with GENDREAU and WALTER WANN departed BUNGO for WAKAYAMA, and reported to COMESCORTCARFORCE for duty.

Typhoon condition 1 was observed at HIRO WAN at 2100 but winds did not increase during the night.

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COM LST FLOT 5 in LC(FF) 788 departed MANILA for SUBIC  
and LINGAYEN.

Departures from HIRO WAN:

None.

Arrivals at HIRO WAN:

1300 WILCIN (AR 5) with SerDiv 103 Rep embarked,  
ENOREE (AO 69), SAUGATUCK (AO 75), LCI 944.  
Upon arrival the SAUGATUCK fueled the Japanese  
cruiser YAKUMO and Transport No. 19.

34. 10 October 1945

Ships and craft in HIRO WAN observed typhoon condition  
1 throughout the day. LCT's and small boats took shelter in KURE.  
The departure of LST GROUPS 44 and 96 was again postponed 24 hours.  
At 1720 wind increased to 30 knots from the northeast, typhoon con-  
dition 2 was set at 1722. At 2000 the barometer reached the lowest  
point 29.25. Wind velocity decreased after 2000. No damage was  
reported.

To facilitate routing ships through BUNGO SUIDO CTG  
54.11 requested CTF 51 to station a control vessel at Point BUNGO  
to provide charts and swept channel information to incoming ships.

Departures from HIRO WAN:

0700 Cruiser YAKUMO and Transport No. 19 for KURE.

Arrivals at HIRO WAN:

None.

35. 11 October 1945

At 0013 secured from typhoon condition 2.

TRANSRON 16 less TOLLAND, TODD, YANCEY and WHITESIDE  
departed HIRO WAN as shown below.

LCT GROUP 72 was released by CTG 54.11 and directed to  
report to CG KURE Base for duty with 533rd EBSR.

CTF 51 directed VESSON (DE 184) report to CTG 54.11 for  
duty as control vessel at entrance at BUNGO SUIDO.

Departures from HIRO WAN:

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- 0600 COMTRANSRON 16 in CECIL with DEUEL, DARKE, LEN-  
AWEE and BOSQUE for GUAM to join MAGIC CARPET.
- 0630 COMTRANSDIV 48 in TALLADEGA with DICKENS and  
GASCONADE for LEYTE to join MAGIC CARPET.
- 0645 CTU 54.18.24, COM LST GROUP 44 in LST 924 with  
COM LST GROUP 96 in LST 1120 plus LST's 354,  
777, 787, 890, 933, 1025, 1027 for MANILA to  
report to COMPHIBGRP 14 for loading.
- 0700 PRATT VICTORY and MARATHON for NAGOYA.
- 0730 COMTRANSDIV 47 in RUTLAND with HIGHLANDS, ST.  
MARY'S, MISSOULA, SHERBURNE and BOTETOURT for  
OKINAWA to join MAGIC CARPET and lift typhoon  
survivors.

Proceeding in company for MANILA to report to COMPHIB-  
GRP 14. DAUPHIN, MEDIA, PAMINA escorted by CHARLES LAWRENCE and  
DANIEL T. GRIFFIN. Escorts to report to COMPHILSEAFRON.

- 0830 LCT 751 and WILLIAM M. HOBBY with advanced  
reconnaissance party to MITSUHAN.

Arrivals at HIRO WAN:

- 1600 Merchant ship WALTER KIDDE.
- 1847 LST 202 with ACORN 52 embarked.

36. 12 October 1945

Liberty parties to HIROSHIMA by LCM were inaugurated.

At 1400 Captain Nathan BARD in the VULCAN assumed  
duties as Port Director HIRO WAN - KURE.

Departures from HIRO WAN:

- 0600 PC 1251 for GUAM to report to ComMarianas for  
duty.
- 0600 JICARILLA (AFT 104) and PRESERVER (ARS 8) for  
OKINAWA to report to CTG 51.9 for salvage work.

Arrivals at HIRO WAN:

- 1340 Japanese CV HOSHO to fuel from SAUGATUCK.

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1600 CECIL J. DOYLE (DE 368) to report to CTU 51.3.3.

1600 WESSON (DE 184) to report to COMPHIBGRP 11 for  
duty as control vessel at Point BUNGO.

37. 13 October 1945

The WESSON reported on station at BUNGO SUIDO at 1515  
as HECF and shortly thereafter challenged the Japanese DD KAMISHIMA  
and granted permission for the ship to proceed on to KOREA.

Daily courier service to WAKAYAMA from HIRO WAN was  
inaugurated by the departure of the GAINARD at 0900. Courier ships  
scheduled to arrive WAKAYAMA 0800 on day after leaving HIRO, and  
to depart WAKAYAMA at 1600 the same day, arriving HIRO WAN at 1500  
the next day.

The TELFAIR departed MANILA to load at LING YEN commen-  
cing 14 October.

Departures from HIRO WAN:

0600 WESSON (DE 184) to take station at Point BUNGO as  
Entrance Control vessel.

0900 GAINARD (DD 706) for WAKAYAMA on courier trip.

Arrivals at HIRO WAN:

1500 WILLIAM M. HOBBY (APD 95) from MITSUHAMMA.

1700 YAKUTAT (AVP 32) to establish seaplane base.

1700 SIMS (APD 50) with strategic bombing experts  
embarked.

1715 LCT 751 from MITSUHAMMA.

38. 14 October 1945

COM LSM FLOT 16 in LSM 498 with LSM 78, 103, 112, 122,  
253, 309, 440, 462, 466, 476, 478, 499 entered BUNGO SUIDO at 0800  
but failed to reach HIRO WAN prior to darkness and anchored for the  
night in IYO NADA swept channel near Point CLAYPOOL.

Courier plane service between WAKAYAMA and HIRO WAN was  
inaugurated.

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TASK UNIT 54.15.6, COM LSM GROUP 34 in LSM 116 departed ZAMBOANGA at 1700 with LSM 120, 289, 357, 358, 369, 415, 416, 429, 481, 483, loaded at ZAMBOANGA and LSM's 119, 123, 367 loaded at TALOMO. LSM 418 was unable to sail.

LST 166 departed BUGO at 1800 for TALOMO.

TU 54.15.9 COM LST GROUP 13 in LST 481 with LST's 734, 785, 788, 953, and 975 arrived TALOMO for loading at 0800. LST 166 departed BUGO at 1800 to proceed TALOMO.

Departures from HIRO WAN:

0900 JOHN R. PIERCE (DD 753) for WAKAYAMA on courier trip.

1200 WILLIAM M. HOBBY (APD 95) with UDT 5 embarked for GUAM.

Arrivals at HIRO WAN:

None.

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39. 15 October 1945

Representative of X Corps inspected the 13 LSM's under the command of COMLSMFLOT 16 off MITSUHAMMA and directed LSM's 78, 103, 122, 253, 440, 476, 478, 499, to unload at MITSUHAMMA.

LSM's 498 (F) 112, 309, 462 and 466 remained off MITSUHAMMA prepared to proceed to HIRO WAN at first light 16 OCTOBER.

Japanese under supervision of CG X Corps began dumping torpedos in NEKO SETO.

Departures from HIRO WAN:

- 0547 COMLCSFLOT 5 in LC(FF) 1083 with LC(FF) 1081 and 12 LCS of Group KING for SUBIC and MANILA to report to CTF 74.
- 0623 CTU 54.18.26 Captain KINGSLAND in TOLLAND with YANCEY, WHITESIDE and TODD for SUBIC and MANILA. TODD to call at OKINAWA enroute.
- 0650 TANAKONI (ATF 114) for OKINAWA to report to CTG 51.9.
- 0741 Japanese CV HOSHO fo SAEKI, JALIUT, MALOELAP, WOTJE and URAGA.
- 0830 LCT 751 for MITSUHAMMA with Group 11 Beach Master embarked.
- 0900 ROWAN (DD 782) for WAKAYAMA on courier trip

Arrivals at HIRO WAN:

- 1500 GAINARD (DD 706) from WAKAYAMA on courier trip.
- 1600 VANDENBURGH (APB 48) to report to SERDIV 103 Rep as relief for LST 1054.
- 1615 COMLSMGROUP 36 in LSM 420 with LSM's 337 and 338 escorted by PCS 1460. LSM's unloaded elements of 533rd EBSR. PCS 1460 reported to CTG 54.11 for duty.
- 1700 KERN (AOG 2) and ATR 9 to report to SERDIV 103 Rep.

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CTU 54.13.2 - Commodore RYAN with TRANSRON 14 (temp) less TELFAIR, SEBLEY and GRIGGS sailed from TALOMO for MITSUHAMA and HIRO WAN.

40. 16 October 1945

CTG 54.11 and COMGEN X Corps departed HIRO WAN in the RUNNELS to inspect MITSUHAMA area in preparation for landing the 24th Infantry Division.

Departures from HIRO WAN:

0600 COMISMGRP 36 in LSM 420 with LSM's 337 and 338 for WAKAYAMA.

0900 CHAMPLIN (DD 601) on courier trip to WAKAYAMA

Arrivals at HIRO WAN:

1030 COMISMFLT 16 in LSM 498 with LSM's 112, 309 462 and 466..

1500 JOHN R. PIERCE (DD 753) from WAKAYAMA on courier trip.

ALLENDAL AFA 127 and GRIGGS APA 110 departed LEYTE at 0600 to join TRANSRON 14 at 1530 in lat. 11-06-05 N. long. 126-52-05 E.

CTU 54.15.9 COMISTGROUP 13 in LST 481 with LST's 734, 785, 788, 953 and 975 departed TALOMO at 1630 for MITSUHAMA via TACLOBAN. LST 975 loaded for WAKAYAMA, to unload at HIRO WAN. LST 166 was not ready to sail.

41. 17 October 1945

CTG 54.11 and CG X Corps returned to HIRO WAN at 1330 aboard the RUNNELS.

The VANDENBURGH relieved LST 1054 as boat pool mother ship and area mail ship.

COMCRUDIV 12 completed inspection of Japanese Naval vessels at KURE.

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Departures from HIRO WAN:

0900 CECIL J. DOYLE DE 368 on courier trip to WAKAYAMA.

1200 COMLSMFLOT 16 in LSM 498 with LSM's 112, 309, 462, 466 to MITSUHAMMA to join LSM's 78, 103, 122, 253, 440, 476, 478, 499.

Arrivals at HIRO WAN:

1500 ROWAN (DD 782) from WAKAYAMA on courier trip.

1700 GEMSBACK (IX 117), COSSATOT (AO 77) EURYALE (AS 22) with COLSUBRON 13 embarked, and COUCAL ARS 8 to report to SERDIV 103 Rep.

1715 Liberty ship THEODORE FOSTER.

The TALITA AKS 8 arrived USUKI WAN to provision TG 52.7.

CTU 54.15.5 Capt. PADDOCK in BARNWELL departed LINGAYEN at 0600 with TELFAIR, ELECTRA, WINSTON, LENOIR AND CEPHEUS escorted by LUDLOW for HIRO WAN. SIBLEY sailed independently to join the TU on 18 October.

42. 18 October 1945.

CTG 54.11 and CG X Corps departed HIRO by train to inspect facilities at OKAYAMA.

Surface courier trips from HIRO WAN to WAKAYAMA were reduced effective 18 October, to 2 trips per week leaving HIRO WAN on Mondays and Thursdays.

COMLSMFLOT 16 departed MITSUHAMMA at 0600 with 13 LSM's for Okinawa.

Departures from HIRO WAN:

0600 IST 1054 for SASEBO. Engine trouble caused IST to anchor for night in USUKI WAN to effect repairs.

0700 SAUGATUCK (AO 75) to refuel minesweepers in SUKUMO KO then proceed to YOKOHAMA.

0900 GAINARD (DD 706) for WAKAYAMA on courier trip.

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Chronological Record of Events.Arrivals at HIRO WAN:

1500 CHAMFLIN (DD 601) from WAKAYAMA on courier trip.

CTF 51 confirmed George Day as 22 October.

CTU 51.3.3 reported for duty as Commander MITSUYAMA  
Covering Unit.

CTU 54.15.11, COM LST GROUP 99 in LST 1066 with LST's 397, 495, 539, 637, 703 and 799 for HIRO WAN and LST's 390, 652, 800, 887 and 1048 for MITSUHAM, departed LINGAYEN at 1700.

LST 166 departed TALOMO at 0900 to rendezvous with TU 51.15.21 in Lat. 17° 00' N, 119° 51' E at 1800, 23 October.

43. 19 October 1945.

CTG 54.11 and CG X Corps returned to HIRO from OKAYAMA.

MC GINTY (DE 365) relieved WESSON (DE 184) as HECF at Point BUNGO, WESSON departed BUNGO SUIDO at 1300 for WAKANOURA WAN.

Departures from HIRO WAN:

0900 RUNELS (APD 85) for WAKAYAMA.

1300 LCT's 1012, 1126, 1127, 1137, 1138, 1139, 1140, 1146 and 1170 for MITSUHAM.

Arrivals at HIRO WAN:

1500 CECIL J. DOYIE (DE 368) from WAKAYAMA on courier trip.

1700 Merchant ship IDA M. TARBELL with elements of Acorn 52 Unit embarked.

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CTU 51.3.26 in PUGET SOUND (CVE 113) with PURDY (DD 743) reported to CTU 51.3.3 for duty as Carrier Support Unit for MITSUHAM landing.

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44. 20 October 1945.

The SAUGATUCK completed fueling minesweepers in SUKUMO KO and departed at first light for YOKOHAMA to report to COMSERDIV 102.

Departures from HIRO WAN:

0600 POTAWATOMI (ATF 109) for BUNGO SUIDO to await arrival of TRANSRON 14.

0600 ATR 9 for USUKI WAN to await arrival of TRANSRON 14.

0600 Japanese Transport Number 160 for KURE.

0900 FRANKFORD (DD 497) for PEARL via YOKOSUKA and SAIPAN.

1245 FC 1127 for MITSUHAMA to proceed on 21 October to distribute charts to TRANSRON 14 at Point CANTER.

Arrivals at HIRO WAN:

1200 Japanese Sub I-402 to report SERDIV 103 Rep. to serve as fuel storage for minesweepers.

1317 TALITA (AKS 8) to report to SERDIV 103 Rep.

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CTU 51.3.26 (MITSUHAMA AIR SUPPORT UNIT) departed Yokosuka at 1100 for Point PULIET.

CTU 51.3.34 (COMDESRON 63 in COMPTON DD 705) with ROMAN (DD 782) reported for duty as MITSUHAMA LANDING SUPPORT UNIT. The unit was ordered to proceed to MITSUHAMA with the CALVERT on 21 October.

45. 21 October 1945.

George Day shipping passed Point BUNGO as follows: TG 51.1 (CTF 51 ((Vice Admiral OLDENDORF)) in APPALACHIAN with COWELL) at 0614; TU's 54.13.2 and TU 54.13.11 (transports carrying troops for MITSUHAMA and OKAYAMA) at 0630; TU 54.15.5 (COMTRANSDIV 62 with transports carrying X Corps elements for HIRO) at 0650.

The TRACY met TU 54.13.2 at Point BUNGO and preceded transports through the channel.

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The POTANATOMI followed transports through the channel prepared to render assistance to any ship in difficulty.

ATR 9 sortied from USUKI WAN and preceded transports through swept channel to MITSUHAMAS searching for mines.

PC 1127 distributed anchorage charts to all ships at Point CANTER.

At 1015 CALVERT, with CTG 54.11 and CG X Corps embarked, left HIRO WAN for MITSUHAMAS. The Port Director HIRO WAN assumed duties of SOPA (ADMIN) HIRO WAN.

TU 54.13.2 arrived MITSUHAMAS at 1615. Unloading of cargo commenced at 2100.

TU 54.15.5 anchored at 1630 in vicinity off Point DEXTER.

TRANSDIV 38 with troops for OKAYAMA plus ALLENDALE (APA 127) anchored in AKI NADA at 1737.

Departures from HIRO WAN:

1015 CALVERT, CTU 51.3.34 in COMPTON (DD 705) with ROWAN (DD 782), LCI 944 with MITSUHAMAS Port Director Unit, and PCS 1460 all for MITSUHAMAS.

Arrivals at HIRO WAN:

0800 Jap transport YAKUZE and Escort Number 59 to fuel.  
1600 GAINARD (DD 706) from WAKAYAMA on courier trip.  
1630 LCT 1170 from MITSUHAMAS.  
1737 COMTRANSDIV 38 in BARNSTABIE (APA 93) with MIFFLIN (APA 207), NEW KENT (APA 217) and BIRGIT (AKA 24) carrying 21st RCT plus ALLENDALE (APA 127) with X Corps elements and escort EDISON (DD 439).

Arrivals at MITSUHAMAS:

1230 CALVERT (APA 32), COMPTON (DD 705), ROWAN (DD 782),  
1300 PCS 1460 and LCI 944.  
1530 ATR 9.

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1600 TU 51.1, CTF 51 in APPALACHIAN with COMELL (DE 549).

1630 TU 51.13.2, COMTRANSRON 14 in GEORGE CLYMER with BOLLINGER, GRIGGS, LANDER, DUPLIN, ELMORE, GREENVILLE, SUMTER, TABORA, OKANOGAN, BLADEN, CRITTENDEN, ROMANE, SYLVANIA, WASHBURN escorted by NIBLACK, PC 1127, and POTAWATOMI.

46. 22 October GEORGE DAY

MITSUHAMAMA.

TU 51.3.26 PUGET SOUND (JVE 113) and PURDY (DD 734) arrived off BUNGO SUIDO at 0600 to provide Carrier Support to MITSUHAMAMA landing. CHAMPLIN (DD 601) joined the Task Unit at Point PULLET at 1600 and relieved PURDY. PURDY reported to CTU 51.3.3 when relieved and was directed to proceed to HIRO WAN during daylight 23 October.

TU 54.13.2 continued unloading cargo throughout the night. HOW Hour for personnel landing was designated as 0830. The first wave hit the beach at 0831. At 2000 APA's were 28% unloaded; AKA's 21%.

The 24th Infantry Division Commander, Major General WOODRUFF, assumed control ashore at 1330.

Fire Support circuits and gun batteries were manned at 0400 and were secured at 1200. At 2142 CTG 54.11 informed CTU 51.3.3 that gunfire and air support ships were no longer required for the MITSUHAMAMA landing. The PUGET SOUND and CHAMPLIN departed Point PULLET for YOKOSUKA at 2300.

Departures from MITSUHAMAMA:

1225 ROMAN (DD 782) for HIRO WAN with CG X Corps and staff embarked.

1445 NIBLACK (DD 424) for HIRO WAN to complete logistics.

1515 ATR 9 for HIRO WAN to report to SERDIV 103 Rep.

Arrivals at MITSUHAMAMA:

1300 LCT 1170 from HIRO WAN.

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HIRO WAN

Departures from HIRO WAN:

0600 CHAMPLIN (DD 601) to relieve PURDY in TU 51.3.26.  
0700 Japanese Transport YUKAZE and Escort Number 59  
for FUSAN.  
0800 LCT 1170 for MITSUHAM.  
0900 JOHN R. PIERCE (DD 753) for WAKAYAMA on courier  
trip.

Arrivals at HIRO WAN:

0900 COMTRANSDIV 62 in BARNWELL (APA 132) with SIB-  
LEY (APA 206), TELFAIR (APA 210), CEPHEUS (AKA 18),  
ELECTRA (AKA 4), WINSTON (AKA 94) and LENOIR  
(AKA 74) to unload X Corps troops and equipment.  
Escort LUDLOW (DD 438).  
1430 ROWAN (DD 782) with CG X CORPS and staff from  
MITSUHAM.  
1600 KARIN AF 33 to report to SERDIV 103 Rep. to  
provision ships at HIRO WAN.  
1700 WIBLACK (DD 424) from MITSUHAM for logistics.  
1745 ATR 9 from MITSUHAM to report to SERDIV 103 Rep.

Anchored in IYO NADA:

TU 54.15.6 COMLSMGROUP 34 with 11 LSM's for HIRO WAN and 3  
for MITSUHAM passed Point BUNGO at 1100 and anchored for the night in  
IYO NADA.

47. 23 October 1945.

MITSUHAM.

Unloading of 24th Infantry Division from ships of TRANSRON  
14 (Temp) continued throughout the day. By 2000 5 APA's and 3 AKA's were  
completely unloaded. Remaining APA's were 80% unloaded; AKA's 23%.

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Departures from MITSUHAMMA:

0800 COWELL (DD 547) for WAKAYAMA.  
1600 COMINPAC in DOYLE (DMS 34) for SASEBO.

Arrivals at MITSUHAMMA:

0830 LSM's 119, 123, 367 from OKINAWA. LSM's completed unloading prior dark and anchored to await rendezvous with LSM Group 34.  
0900 Merchant Ship JASPER CROSEY from HIRO WAN.  
1105 COMINPAC in DOYLE DMS 34 to confer with CTF.  
1330 JAMES C. OWENS (DD 776) to report to CTF 51.

HIRO WAN

The Commanding General of the OKAYAMA Task Force, Brig. General CORT assumed command ashore at 0730.

Unloading of the 21st RCT from ships of TRANSDIV 38 (Temp) was completed at 1100.

Ships of TU 54.15.5 continued to unload elements of X Corps. By 2000 1 APA and 1 AKA were completely unloaded. Remaining APA's were 67% unloaded; AKA's 90%.

11 LSM's of TU 54.15.6 also completed unloading.

Departures from HIRO WAN:

1030 Japanese DD HARUZUKI and NAMIKAZE for SAEKI.

Arrivals at HIRO WAN:

0900 Japanese transport NAMIKAZE for fuel.  
1100 TU 54.15.6 COMLSM GROUP 34 in LSM 116 with LSM's 120, 289, 357, 358, 369, 415, 416, 429, 481 and 483 from OKINAWA.  
1500 FURDY (DD 734) to report to CTF 51.3.3.  
1600 Merchant ship JOHN HANSON with 1500 Japanese civilians.

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23 October (Con't)

1730 Merchant Ship JAMES DEVEREUX from JINSEN.

Anchored in IYO NADA

Following ships passed through BUNGO SUIDO during the morning and anchored prior dark in IYO NADA.

LAUDERDALE (APA 179), BEATRICE VICTORY and SAMUEL G. HOWE carrying NCB Units for ACORN 52.

OO LSMGROUP 45 in LSM 474 with LSM's 283 and 467 for MITSUHAMMA plus LSM's 44, 94, 111, 227, 286, 469 for HIRO.

SERDIV 103 Unit Easy in BEAVER (ARG 19) with BRAZOS AO 4, WHIPSTOCK YO 49 and LCI 1020 for MITSUHAMMA.

Philippine Departures:

Departure of TU 54.15.21 delayed until 0600, 25 October LST 166 joined the Task Unit in LINGAYEN.

48. 24 October 1945.

MITSUHAMMA

Unloading of the 24th Infantry Division continued. By 2000 all transports were unloaded with the exception of the WASHBURN and DUPLIN which were 55% and 60% unloaded respectively.

LSM's 283, 467 and 474 completed unloading during the day. LSM's 44 and 94 arrived for unloading at 1900 from HIRO.

COMTRANSRON 14 was directed to report with all APA's of his temporary TransRon less the CRITTENDEN to COMSERVPAC for duty in MAGIC CARPET.

AKA's of TRANSRON 14 (Temp) were directed to report to CINCPAC for further orders.

PC 1127 reported to COM MARIANAS for further orders in compliance with orders from CINCPAC.

Departures from MITSUHAMMA:

0800 CTF 51 in APPALACHIAN with COMDESRON 63 in HAMPTON (DD 705) plus JAMES C. OWENS (DD 77 6) for HIRO WAN.

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Arrivals at MITSUWANA:

- 0815 COM LSM GROUP 45 in LSM 474 with LSM's 283, and 467 from OKINAWA.
- 0900 GAINARD (DD 706) from HIRO WAN to relieve COMPTACON as support ship.
- 0915 LAUDERDALE (APA 179), Merchant Ships BEATRICE VICTORY and SAMUEL G. HOWE carrying NCB units all to await final destinations.
- 1300 SERVDIV 103 UNIT EASY in BEAVER (ARG 19) with BRAZOS (AO 4), WHIPSTOCK (YO 49) and LCI 1020.
- 1900 LSM's 44 and 94 of Group 45 from HIRO WAN to complete unloading.

HIRO WAN

All transports of TU 54.15.5 completed unloading at 1800.

4 LSM's of Group 45 completed unloading.

The ALLENDALE (APA 127) and COMTRANSDIV 62 in the BARNWELL (APA 132) were directed to report to COMSERVPAC for duty in Magic Carpet.

AKA's of TU 54.15.5 were directed to report to CINCPAC for further orders.

LUDLOW (DD 438), EDISON (DD 439), and NIBLACK (DD 424) were released from escort duty for assignment by CTF 54.

Departures from HIRO WAN:

- 1530 LSM's 44 and 94 to unload at MITSUWANA.

Arrivals at HIRO WAN:

- 1100 LSM's 44, 94, 111, 227, 286 and 469 of Group 45 from OKINAWA.
- 1200 Japanese DD's YOIZUKI, KAYA, KIRU, TSTUTA from KURE to fuel.

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49. 25 October 1945.

MITSUHAMMA

COMTRANSRON 14 reported to CONSERVPAC with all APA's of his temporary TransRon less the CRITTENDEN (APA 77) for duty in MAGIC CARPET.

The DUPLIN and WASHBURN continued to unload and were 75% unloaded by 2000.

Transport beach parties were secured at 1100.

COMTRANSRON 14 released PC 1127 and PCS 1460 from control duty.

The BEAVER (ARG 19) was designated mail ship for the MITSUHAMMA area.

TRANSRON 14 delivered 13 LCVP and 2 LCPL to LCI 1020 to establish a boat pool. SERDIV 103 Unit EASY provided all personnel to man the boat pool.

Departures from MITSUHAMMA:

0600 COMTRANSRON 14 in GEORGE CLYMER (APA 27) for HIRO WAN.  
0730 LSM's 119, 123, 367 to rendezvous with COMLSM GROUP 34 and proceed to OKINAWA.  
0900 CRITTENDEN (APA 77) for OKINAWA.  
1200 ROWAN (DD 782) for WAKAYAMA. JOHN R. PIERCE (DD 753) for HIRO WAN.

Arrivals at MITSUHAMMA:

0900 ROWAN (DD 782) from HIRO WAN on courier trip to WAKAYAMA.  
1000 JOHN R. PIERCE (DD 753) from WAKAYAMA on courier trip to HIRO WAN.  
1700 IU 54.15.9 COM1STGROUP 13 in LST 481 with LST's 734, 785, 788 (with pontoons), 953 and 975 from TALOMO. 2 LST's beached at 2300 to commence unloading.

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1730 LST's 652 (SO), 390, 800, 887 (with pontoons)  
and 1048 from TU 54.15.11 out of LINGAYEN.

HIRO WAN

COMTRANSDIV 62 in BARNWELL (APA 132) and the ALLENDALE  
(APA 127) reported to COMSERVPAC for duty in Magic Carpet.

CEPHEUS (AKA 18), ELECTRA (AKA 4), WINSTON (AKA 94),  
and LENIOR (AKA 74) reported to CINCPAC for further orders.

The TALITA (AKS 8) completed issuing provisions to ships  
present.

Departures from HIRO WAN:

0600 COMLSMGROUP 34 in LSM 116, with LSM's 120,  
289, 357, 358, 369, 415, 429, 483 for OKI-  
NAMA. LSM 416 with defective shaft, and  
LSM 481 not retracted, did not sail.

0900 ROWAN (DD 782) for WAKAYAMA on courier trip.

0900 Japanese DD YOIZUKI for MANILA. DD's KAYA  
TSUTA, KIRU For SAEKI.

Arrivals at HIRO WAN:

1100 Japanese DD's SUGI, SHII, KASHI, KABA, KEYAKS,  
HAGI, TAKANE, TAKE, HABUTO, transport THSUK-  
USHI MARU from KURE.

1300 JOHN R. PIERCE (DD 753) from WAKAYAMA on cour-  
ier trip.

1600 CIRCE (AKA 25) with Port Director Communi-  
cation Units aboard.

1800 TU 54.15.11, COMLSTGROUP 99 in LST 1066 with  
LST's 397, 495, 539, 637, 703 and 799.

50. 26 October 1945.

MITSUHAN

DUPLIN completed unloading at 2000. at 2000.  
unloaded.

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LST's 481, 734 and 785 completed unloading.

The Port Director in the BEAVER (ARG 19) assumed full port director duties at 1200.

Departures from MITSUHAMMA:

0600 LST 975 to HIRO WAN.  
0745 CTU 54.18.3 in LSM 283 with LSM's 44, 94 and 467 to join 6 LSM's from HIRO and proceed to OKINAWA.  
1045 ELECTRA (AKA 4) for U. S. A.  
1115 LSM 474 to overtake TU 54.18.3.  
1330 LCT 1127, 1137, 1139, 1146 for HIRO WAN.  
1430 DUPLIN (AKA 87) for HIRO WAN.

Arrivals at MITSUHAMMA:

0730 COMTRANSRON 14 in GEORGE CLYMER (APA 27) from HIRO WAN.  
0730 ELECTRA (AKA 4) from HIRO WAN, to embark passengers for U. S. A.  
1115 ADMIRAL BENSON (AP 120) with Fleet Replacements, escorted by SMITH (DD 378) from SASEBO.

HIRO WAN

Seven LST's of TU 54.15.11 plus LST 975 (with OKAYAMA cargo) continued to unload.

Departures from HIRO WAN:

0600 ELECTRA (AKA 4) for U. S. A.  
0600 LSM's 111, 227, 286, 416, 469, 481 to join TU 54.18.3 for OKINAWA.  
0600 COMTRANSRON 14 in GEORGE CLYMER (APA 27) for OKINAWA.  
0600 PURDY (DD 734) and CECIL J. DOYLE (DE 368) for YOKOSUKA.

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Departures HIRO WAN (Con't)

0600 BARNWELL (APA 132) for the MARIANAS.  
0600 Merchant ship JOHN HANSON for OKINAWA.  
0630 KARIN AF 33 for SASEBO.  
0700 ENOREE (AO 69) for YOKOHAMA.  
0800 Japanese DD's SUGA, KASHI, KABA, KEYTI,  
HAGI, KAEDE, TAKENA, TAKE, HABUTO, SHII  
for SAEKI.

Arrivals at HIRO WAN:

0900 LST 975 from MITSUHAMAMA.  
1000 Japanese DD SHIOKAZE from KURE.  
1500 GAGE (APA 168) from TINIAN to be partially  
unloaded and sailed for SASEBO.  
1500 FIEBERLING (DE 640).  
1600 TAPPAHANNOCK (AO 43) to report to SERDIV  
103 Rep.  
1630 Merchant ship FERDINAND L. SILCOX.  
1645 Merchant ship JOSEPH K. TOOLE.  
1700 LCT's 1127, 1137, 1139 and 1146 from MITSU-  
HAMAMA.

Anchored in IYO NADA:

TU 54.15.7, COM LST GROUP 23 with 7 LST's for HIRO WAN.  
SHAULA (AK 118) to provision minesweepers.

Departures from the PHILIPPINES:

0130 TU 54.15.21 COMLSTGROUP 86 in LST 789 (F)  
with LST's 57, 942, 1083, 1123, 1140 and  
LSM 414 for HIRO WAN. Also LCT's 116, 98  
and 1087 for MITSUHAMAMA.

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51. 27 October 1945

MITSUHAMA

WASHBURN (AKA 108) completed unloading.

LST's 481, 734, 785, 788 of TU 54.15.9 and 652, 800, 887, 1048 of TU 54.15.11 completed unloading and/retracted. LST's 788 and 887 dropped pontoon causeways for MITSUHAMA. LST's 390 and 953 beached and commenced unloading.

Company Baker Fifth Amphibious Beach Bn. was released and personnel embarked in the TALIT for PEARL.

CTG 54.11 in the CALVERT departed MITSUHAMA at 1615 for HIRO WAN. COMSERVDIV 103 Unit EASY assumed duties of SOPA (Admin).

Departures from MITSUHAMA:

0622 Merchant ship SAMUEL G. HOWE for YOKOSUKA.

0730 ADMIRAL BENSON (AP 120) for HIRO WAN.

0800 SMITH (DD 378) to SASEBO.

0800 COMTRANSRON 14 in GEORGE CLYMER (APA 27) with GRIGGS (APA 110), LANDER (APA 178), and BOLLINGER (APA 234) all for the MARIANAS to join Magic Carpet. SYLVANIA (AKA 44) sailed in company under CINCPAC orders for the MARIANAS.

0815 SUMTER (APA 52) and BLADEN (APA 63) for MANILA to join Magic Carpet.

0905 OKANOGAN (APA 220) and ELMORE (APA 42) for BUCKNER BAY to join Magic Carpet.

0915 LCT's 1126 and 1140 for HIRO WAN.

1615 CTG 54.11 in CALVERT (APA 32) with GAINARD (DD 706) for HIRO WAN.

Arrivals at MITSUHAMA:

1800 DALLIN (AKA 87) from HIRO WAN.

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1600 TALITA (AKS 8) from HIRO WAN to embark passengers for PEARL.

#### HIRO WAN

LST's 1066, 397, 495, 539, 637, 703 and 799 of TU 54.11 completed unloading. LST's 1018, 643, 809, 830, 1049 of TU 54.15.7 plus LST 975 continued to unload throughout the night to complete on 28 October. LST's 669 and 811 expected to unload 28th.

#### Departures from HIRO WAN:

0600 ALLENDALE (APA 27) for SAMAR. NEW KENT (APA 217) and SIBLEY (APA 206) for MANUS, all three to join Magic Carpet.

0615 BARNSTABLE (APA 93) and TELFAIR (APA 210) for MANILA to join Magic Carpet.

0615 DUPLIN (AKA 87) for MITSUHAMU.

1400 TALITA (AKS 8) for PEARL via MITSUHAMU.

#### Arrivals at HIRO WAN:

0900 ADMIRAL BENSON (AP 120) from MITSUHAMU.

1000 TU 54.15.7 COMLSTGroup 23 in LST 1018 (F) with LST's 643 both with OKAYAMA cargo plus LST's 669, 809, 811, 830, and 1049 from TALOHU, BUNGO, and LEYTE.

1400 LCT's 1126 and 1140 from MITSUHAMU.

1830 CTG 54.11 in CALVERT (APA 32) with GAINARD (DD 706) from MITSUHAMU.

52. 28 October 1945

At 0000 COMCRUDIV 12, Rear Admiral RIGGS, as CTG 55.3 assumed duties of Area Commander HIRO-MATSUYAMA AREA GROUP.

#### MITSUHAMU

LST 953 completed unloading but developed engine trouble estimated RFS at 312400. LST 390 continued to unload.

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Departures from MITSUHAMAMA:

0600 TALITA (AKS 8) for PEARL.

0600 GRANVILLE (APA 171) for GUADALCANAL to join  
Magic Carpet.

0630 PC 1127 and PCS 1460 for SAIPAN, latter for  
onward routing to PEARL.

0800 COM LST Group 13 in LST 481 for HIRO WAN.

1500 ROWAN (DD 782) for HIRO WAN.

Arrivals at MITSUHAMAMA:

1400 ROWAN (DD 782) on courier trip from WAKAYAMA.

HIRO WAN

COMSERVDIV 103 Representative, Commander CALDWELL,  
assumed duties of SOPA (Admin).

All LST's of TU 54.15.7 completed unloading except  
LST's 669 and 811.

Departures from HIRO WAN:

0600 CEPHEUS (AKA 18) for SAN FRANCISCO.

Arrivals at HIRO WAN:

1130 COMLSTGroup 13 in LST 481 from MITSUHAMAMA.

1630 ROWAN (DD 782) from WAKAYAMA on courier  
trip.

1645 SHAULA (AK 118) to report to SERDIV 103 Rep.

53. 29 October 1945

HIRO WAN

LST's 669 and 811 completed unloading. LST 669 de-  
parted for MITSUHAMAMA to join TU 54.18.7 sailing for OKINAWA 30  
October. LST's 643 and 1018 delivered pontoon causeways to the  
Port Director HIRO WAN.

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CTF 54 released COMLSTGROUP 23 in LST 1018 with COMLSTGROUP 13 in LST 481 and LST's 643, 809, 811, 830, 953 (at Mitsuhamma) and 1049 from TF 54 and directed them report to ADCOM-PHIBSPAC LARIANAS for further orders.

CTG 54.11 recommended to CTF 51 that the HECF vessel at Point BUNGO be directed to report for duty to the Port Director HIRO WAN (KURE).

Departures from HIRO WAN:

0600 CTU 54.18.6, COMLSTGROUP 99 in LST 1066 with LST's 397, 495, 539, 637, 703, 799 and 975 for MANILA.

0600 EURYALE (AS 22) and COUCAL (ASR 8) for SASEBO.

0900 GAINARD (DD 706) for WAKAYAMA on courier trip.

1415 LST 669 for MITSUHAMMA to join TU 54.18.7.

Arrivals at HIRO WAN:

1800 LCI 944 from MITSUHAMMA with Port Director personnel embarked.

MITSUHAMMA

All LST's completed unloading. LST 953 developed engine trouble delaying her RFS date until 2400 31 October. LST 669 was substituted for LST 953 in TU 54.18.7 scheduled to depart for OKINAWA 30 October. LST 953 was directed to report to ADCOM-PHIBSPAC LARIANAS for further orders.

The POTAWATOMI (ATF 109) was directed to report to the Port Director MITSUHAMMA for temporary duty.

Departures from MITSUHAMMA:

0730 LST's 652, 734, 788, 800, 887 and 1048 to join TU 54.18.6 for MANILA.

0900 LAUDERDALE (APA 179) and merchant ship BEATRICE VICTORY for GUAM.

1600 LCI 944 with members of Port Director HIRO WAN staff embarked for HIRO WAN.

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Arrivals at MITSUHAM:

1630 LST 669 from HIRO WAN to join TU 54.18.7.

Anchored in IYO NADA:

LSM 462 and 465 inbound from OKINAWA.

54. 30 October 1945

COMLCTGROUP 72 and LCT's 589, 591, 751, 1012, 1126, 1127, 1137, 1138, 1139, 1140, 1146, 1170 were released from TF 54 and TG 54.11 and directed to report to CTG 55.3 for duty.

HIRO WAN

Departures from HIRO WAN:

0600 BIRGIT (AKA 24) for OKINAWA.

0600 WINSTON (AKA 94) for PEARL.

0855 GAGE (APL 168) escorted by ROMAN (DD 782) for SASEBO.

0900 LUDLOW (DD 438) and NIBLOCK (DD 424) for NAGOYA.

0915 FIEBERLING (DE 640) for S. IPAN.

1005 ADMIRAL BENSON (AP 120) escorted by EDISON (DD 439) for WAKAYAMA. EDISON to continue on to NAGOYA.

Arrivals at HIRO WAN:

1245 LSM's 462 and 465 from OKINAWA.

1500 LCT 751 from MITSUHAM with Navy Beach Party and pontoon personnel and equipment.

1515 CTU 54.18.16, COMLSMGROUP 26 in LSM 102, with LSM's 55, 114, 146, 427 from NAGOYA for lighterage duty.

1530 PURDY (DD 734) from YOKOSUKA.

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Action Report - KURE-HIROSHIMA and MITSUHAM Areas Part (III)  
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MITSUHAM

All Navy Beach Party and pontoon personnel and equipment were withdrawn and army assumed unloading control.

Departures from MITSUHAM:

0700 CTU 54.18.7 in LST 785, with LST's 390 and 669 for OKINAWA.

1115 LCT 751 with Navy beach party and pontoon personnel and equipment for HIRO WAN.

Arrivals at MITSUHAM:

None.

55. 31 October 1945

CTU 54.20.1 consisting of CTF 51 in the APOLACHIAN (AGC 7) and CTG 54.11 in the CALVERT (APA 32) escorted by the HARBESON (DE 316) departed HIRO WAN at 310630 for YOKOHAMA.

MC GINTY (DE 365) relieved ABERCROMBIE (DE 343) as HECP at Point BUNGO at 0600. The ABERCROMBIE departed for WAKAYAMA.

The HECP was placed under the control of the Port Director HIRO WAN by CTF 51.

LSM's 462 and 465 were released from TF 54 to CTF 51.

HIRO WAN

LSM 114 while underway for fueling, 900 yards northwest of main anchorage, was damaged by an underwater external explosion presumed to be a mine. Leaks were brought under control. One man was reported missing, six men suffered mild blast effects. The LSM was directed to submit a detailed report to the Area Commander (CTG 55.3).

Departures from HIRO WAN:

0630 TU 54.20.1 for YOKOHAMA.

0645 CIRCE (AKA 25) for NAGASAKI.

0700 LSM 462 for MITSUHAM.

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Action Report - KURE-HIROSHIMA and MITSUYAMA Areas - Part (III)  
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Arrivals at HIRO WAN:

1000 LCI 1020 from MITSUYAMA for Port Director conference.

MITSUYAMA

Departures from MITSUYAMA:

0730 TABORA (AKA 45) for OKINAWA.

0730 LCI 1020 for HIRO WAN.

Arrivals at MITSUYAMA:

0900 LSM 462 to complete unloading.

Anchored in IYO NADA:

LSM 440 from OKINAWA for HIRO WAN.

Expected Arrivals

Upon departure of CTG 54.11 from HIRO WAN, the greater part of the X Corps lifts to HIRO WAN, OKAYAMA, and MITSUYAMA had been completed.

Scheduled amphibious lifts yet to arrive included the following shipping:

ETA 1 November from OKINAWA:

LSM 440 for HIRO WAN.

ETA 2 November from LINGAYEN:

TU 54.15.21, COM LST GROUP 86 in LST 789, with LST's 57, 942, 1083, 1123, 1140 and LSM 414 all for HIRO WAN, plus LST's 166, 986, and 1067 for MITSUYAMA, the last two carrying pontoons for MITSUYAMA.

ETA 3 November from OKINAWA:

LSM 430 for HIRO WAN.  
LSM 384 for MITSUYAMA.

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ETA 5 November from OKINAWA:

LSM 452 for HIRO WAN.

In addition, army priorities called for a lift of 8 LST's from LINGAYEN and 6 LST's from OKINAWA.

Upon completion of these lifts, amphibious army lifts from the PHILIPPINES (including 1 APA from TINIAN) to the Central Occupation Area total:

	APA	AKA	LST	LSM
To HIRO WAN	23	11	45	25
To MITSUHAM	<u>10</u>	<u>5</u>	<u>13</u>	<u>18</u>
	33	16	58	43

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COMMANDER AMPHIBIOUS GROUP ELEVEN

REPORT OF OCCUPATION OF KURE-HIROSHIMA, AND

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Part IV - Ordnance

This part omitted.

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COMMANDER AMPHIBIOUS GROUP ELEVEN  
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.. Part V - Damage

.. This part omitted.

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COMMANDER AMPHIBIOUS GROUP ELEVEN

REPORT OF OCCUPATION OF KURE-HIROSHIMA AND  
MATSUYAMA AREAS OF JAPAN

Part VI - Special Comments and Information

Section A - Gunfire and Air Support Operations

1. Naval Gunfire Support

Task Unit 53.3.32, consisting of MONTPELIER (F), BILOXI, FRANKFORD, ROWAN, J. R. PIERCE, COMPTON, GAINARD, and CHAMPLIN, under command of Rear Admiral R. S. Riggs, USN, was assigned to furnish naval gunfire support in the event that it was required. This unit was not under command of CTG 54.11, but was directed to furnish support as requested by that Commander. The control of gunfire, and the responsibility for the use of gunfire, however, were vested in CTG 54.11. CTU 51.3.32 cooperated in every way with CTG 54.11, but the departure from previous practice of placing fire support ships directly under the Amphibious Commander, is not considered to be good. Due to this departure, planning for gunfire support had to be done on the assumption that the Commander Fire Support would agree with the plan devised by the Amphibious Commander, as opportunity for collaboration was not afforded.

During the landings no opposition was encountered and, consequently no fire support was required. Ships were assigned sector coverage of the coastline and adjacent islands, with areas of responsibility, in the event that counter battery or supporting fires were required. Guns and communications were manned at 0400 local time on both FOX and GEORGE Days, and were secured at noon each day, after it became apparent that opposition would not be encountered.

2. Report of Air Support Unit 13, Amphibious Group ELEVEN.

(a) Air observers from the Carrier Group were instructed, by Commander Support Air, Central Occupation Group, and carried out searches in the IWAKUNI, HIROSHIMA, KURE, NII-GATA, AND OKAYAMA Areas and to reconnoitre the main rail lines, highways, coastlines, and airfields, to determine possible vehicular, rail, ship, boat, aircraft, or personnel movement. They were also instructed to report any identification of destruction of supplies or installation and any other activities of a suspicious nature. The FOX day afternoon flights were cancelled due to unfavorable weather conditions.

(b) Air support for KURE area secured per C.T.G. 54.11 Dispatch 080627.

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Action Report - KIRE-HIROSHIMA AND MATSUYAMA - Par (VI) - Special  
Comments and Information - Section (A) - Gunfire  
and Air Support Operations.

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(c) Air observers and photo planes were instructed to fly missions in the Mitsuhamas areas similar to those flown in the Kure Area.

(d) Air Support Control for Matsuhama area were secured per C.T.G. 54.11 dispatch 221242.

(e) Air Support nets were fully manned to support the landings in the event opposition developed.

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REPORT OF OCCUPATION OF KURE-HIROSHIMA

MATSUYAMA AREAS OF JAPAN

Part VI - Special Comments and Information

Section B - Amphibious Action

1. Troops and Cargo

(a) Troops, equipment and supplies of the 41st Infantry Division were loaded in ships of TransRon 16 at ZAMBOANGA, MINDANAO 16 - 19 September 1945. TENTH CORPS Headquarters was loaded in specified ships of TransRon 16 at BUGO, MINDANAO. Ships loaded at ZAMBOANGA were required to proceed to BUGO to load Army LCM's. Loading at ZAMBOANGA was somewhat handicapped by lack of LCM's, the normal LCM complement having been discharged at SAMAR to make room for the Army LCM's. Total lift in TransRon 16 was 17,488 troops and 16024 tons. This lift was unloaded at HIRO and KURE.

(b) Troops, equipment and supplies of the 24th Infantry Division were loaded in ships of TransRon 14 at TALOMA (DAVAO) MINDANAO, 10 - 15 October 1945. The number of Army LCM's lifted was not as large as the number lifted by TransRon 16, and, since they were lifted from TALOMA, were available to assist in loading at that port. Total lift in TransRon 14 was 14,290 troops and 14,751 tons. This lift was unloaded at MATSUYAMA.

(c) Coincident with loading of the 24th Infantry Division at TALOMA, TransDiv 62 (Temp.) loaded TENTH CORPS troops and equipment at LINGAYEN 12 - 17 October 1945. This TransDiv rendezvoused with TransRon 14 and proceeded in company. Off MATSUYAMA TransDivs 62 and 38, the latter carrying the 21st RCT for OKAYAMA, broke off and proceeded to HIRO for unloading.

(d) A total of 10 LST's were able to load at MINDANAO, 5 at ZAMBOANGA and 5 at BUGO, in time to arrive at the objective on Fox day, 7 October. These LST's lifted a total of 1622 personnel and 392 vehicles and 840 long tons cargo.

(e) Throughout the remainder of October LST's and LSM's operated on turn-around from pools in the PHILIPPINES and OKINAWA bringing forward additional Corps troops and equipment for a total of 58 LST and 43 LSM lifts.

## 2. Landing Crafts

### (a) Types and Numbers.

<u>TransRon 16 (HIRO)</u>	<u>TransRon 14 (MATSUYAMA)</u>
1. 12 LCT's	9 LCT's
2. 362 LCVP's	258 LCVP's
3. 74 LCM's	46 LCM's
4. 27 LCP(L)'s	18 LCP(L)'s
5. 14 LCP(R)'s	11 LCP(R)'s

Of the landing boats carried, approximately 100 LCM's, 20 LCVP's and several LCS's, LCC's, and "J" boats belonged to the Army Engineer Boat and Shore Regiments and were left at the objective. The 12 LCT's used at HIRO had been transferred from the WAKAYAMA area and were waiting at HIRO with the KURE Sweep Group (T.G. 52.7) when the transports arrived. These were the only craft larger than LCM's used at HIRO except during the night of 6 - 7 October when 5 LSM's, which had arrived from WAKAYAMA with the engineering equipment, were used to assist unloading transports prior to departing on turnaround at 0700 7 October. Nine of the LCT's were sent to MATSUYAMA to assist TransRon 14 in unloading.

### (b) Launching, loading and operations

(1) No difficulties were experienced in launching and loading boats at either HIRO or MATSUYAMA due to the fairly sheltered anchorages available. Weather did not interfere with landing craft operations at either location except on 9 - 10 October at HIRO when Typhoon conditions were set during passage of a typhoon. All boats were hoisted and no casualties were suffered.

(2) Landing craft, including LCT's were able to use ONDO STRAIT between the main island of HONSHU and KUPAHASHI. Owing to the absence of beaches and hards in the KURE Navy Yard area all wheeled vehicles were unloaded over the KURE Naval Air Station Ramp at HIRO. LSM's, LCT's and all small craft used this 455 of this ramp to beach and LST's beached directly on the beach of the airfield where slots had been made by beaching down the seawall.

(3) At MATSUYAMA (MITSUYAMA) three general areas were used for unloading. LST's, LSM's, and LCT's

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were unloaded at BAISHINJI beach to the northward, small craft in the small port of MITSUHAMMA and in the MATSUYAMA West Air Field Basin. Approaches to the beach were hampered by the strong currents in the area. There were no docks in either the HIRO or MATSUYAMA areas capable of taking transports or cargo vessels and all unloading was necessarily via smaller craft. Some Japanese tugs and barges were requisitioned by the Army to assist in unloading liberty ships.

(c) Control

Initial debarkations of troops were made by boat waves to preserve order and prevent confusion at the limited landing areas employed. Transport squadron's used their own control craft, augmented by two control vessels (PC/SC types).

3. Minesweeping, Underwater Demolition.

(a) Minesweeping was performed by TG 52.7 KURE Sweep Group, as directed by CTF 56. Requests for minesweeping from Commander CENTRAL Occupation Group were directed to ComFIFTH PhibFor who in turn forwarded these requests to CTF 56. In addition, CTG 52.7 furnished information by dispatch and conference relative to areas swept. The BUNGO Sweep Group conducted sweeping operations from the one hundred fathom curve through BUNGO SUIDO and the INLAND SEA to HIRO, in accordance with instructions from Commander Mine Craft, Pacific, Operation Order 45. A channel with minimum width of 4000 yards extended from the 100 fathom curve for a distance of slightly more than one hundred miles to the beaches at HIRO. In addition the entire area inside the 10 fathom curve was swept in AKI NADA, and about 30 square miles of approach and anchorage area was extended from the main channel off GOGO ISLAND to the beaches of MITSUGUHAMA for the MATSUYAMA occupation. Due to the presence of "pressure-type" mines in the area, CTG 52.11 covered the entire area of operations with special, expendable, cargo vessels. These vessels were called "guinea pigs", and the operations were known as "guinea-pigging". It is considered that the minesweeping in the HIRO-MATSUYAMA area, and approaches thereto, was excellent, and done under conditions of hazard and hardship. During the period of this report there were no known U. S. vessels mined in the area.

(b) Underwater Demolition Teams performed their functions in accordance with the basic plan.

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Comments and Information - Section (B) Amphibious  
Action.4. Landing of Troops and Cargo(a) Landing at Hiro

1. Beaches were established at the Kure Naval Air field: Red Beach One on the end of the landing field; Red Beach Two on the slanting stone sea-wall at right angles to the sea-plane ramp; Red Beach Three on sea-plane ramp. The sea wall at Red Beach One was knocked down and slots were made for LST's - Green Beach was established across the river from the Air Station.

2. Unloading began on 7 October and so did the rain. By 9 October Red Beach One was secured when all LST's present were unloaded. The landing area and exits were seas of mud, vehicles bogging down to hubs, requiring tractors to pull them out. On Red Beach Three difficulty was encountered the first afternoon due to tide dropping, leaving craft beached. After that, by having craft retrace as tide ebbed, no difficulty was met in the unloading. Vehicles, stores and personnel were unloaded at Red Beach Three. Stores and oil were unloaded on Green Beach.

3. On the evening of 8 October Transport Beachmasters secured, being relieved by Beach Party Platoon "B" which, under supervision of Group Beachmaster and Staff, operated beaches until secured 15 October.

4. Almost five days of heavy rains, winds and large tidal drops slowed the unloading process but no serious casualties or losses occurred to any personnel or equipment.

(b) Mitsuhama Area Landing:

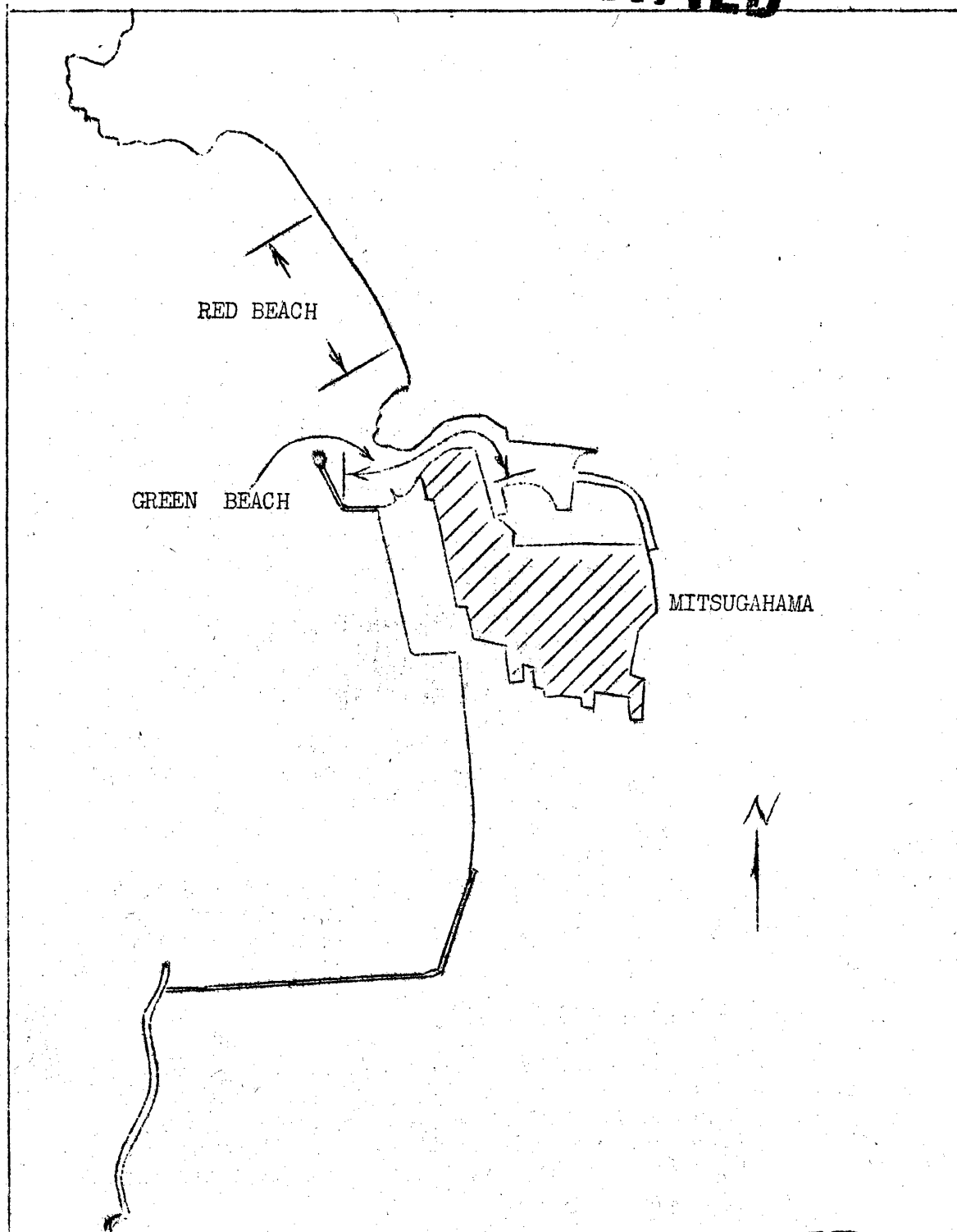
1. Beaches for the Mitsuhama Area were established as follows: Red Beach One, Two and Three on the strip of beach at BAISHINJI, to the northward of Mitsuhama; Green Beach at the Ferry Landing and sea-wall area, Mitsuhama; Yellow Beach at Matsuhama West Air Field Boat Basin.

2. Red Beaches were prepared for the landing by building up sand ramps to the railroad right-of-

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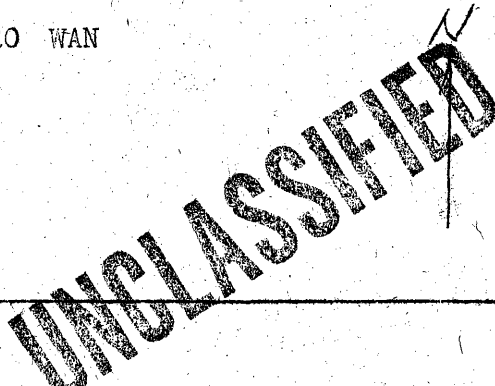
Enclosure A to [redacted] B-4 (Mitsugahama Beaches).

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- (1) Seaplane Ramp
- (2) Runways
- (3) Naval Air Assembly and Repair Facilities.

- (1) Seaplane Ramp
- (2) Runways
- (3) Naval Air Assembly and Repair Facilities.

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Action Report - KURE-MATSUYAMA AND HIRIOSHIMA Port (VI) - Special  
Comments and Information - Section (D) Amphibious  
Action.

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way and laying wire mesh over the ramps. Vehicles were to be routed to the right-of-way, thence along it to one of two exits to main highway. Pontoon causeways which were to have arrived prior to the date of landing, 22 October, did not arrive for several days afterwards. When they did, they were installed and used by succeeding LST's. The tides rose from 8 to 11- $\frac{1}{2}$  feet during the landing period. Ships, not unloaded in time were left high and dry at low tide without any damage to hulls as beach had an excellent smooth sand bottom. Green Beach comprised the landing floats and seawall area at Mitsuhamu. No difficulties were encountered at any time in unloading there. Yellow beach had a narrow channel leading to it and ramps were used to guide boats in, night landings here were difficult due to rock entrance and narrow approach.

3. On George Day, 22 October, troops of the 24th Inf. Div. (less 21st RCT) were landed over all beaches without undue difficulty. Troops were moved from Red Beach area by means of trais and trucks, during the day following, supplies were unloaded on the beaches and moved by trucks to dumps. Jap labor parties were used to a great extent in loading the trucks at beaches.

4. The Group Beachmaster was located in a building in the center of Red Beach Area where with radio and visual signalling to all ships and control boats, radio to all beaches and a telephone line to Army Headquarters, all traffic were rapidly handled. The Group Beachmaster and Staff were landed on 15 October, and established a week before the date of scheduled landing. Contract and liaison with the Army was made. All this preliminary work enabled them to be prepared when troops came in. On 25 October Transport Beach parties were secured. On 30 October all beaches were turned over to the Army Shore Parties and the Group Beachmaster and Staff secured and returned to Hiro to rejoin the Flagship.

RECOMMENDATIONS:

From experience gained on these landings it is recommended that the following personnel be added to the present Group Beachmaster's Staff: 1. 1st Lt. 3rd Lt. 1st Lt. 1st Lt.

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Action Report - KURE-MATSUYAMA AND HIROSHIMA - Part (VI) - Special  
Comments and Information - Section (E) Amphibious  
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1 MoMM, and 1 PhM. The present allowance of RM and SM is insufficient to do a job properly and they do not have the technical ability to keep equipment in repair. Many occasions arose where the men of rates indicated were needed.

5. Casualties:

(a) All casualties from the occupation forces in the event of opposed landings were initially evacuated to designated transports by ambulance boats. Casualty evacuation LST(H)'s were not provided, because the likelihood of resistance to the landings seemed remote. The Beach Party medical sections however, were sent ashore. The landings in the KURE-HIRO area were unopposed, and no casualties developed. Hospital facilities were established at HIRO for the landing forces within twenty-four hours of the landings. Thirty-one bed patients of the Tenth Corps Headquarters and the Forty-First Division were retained on the transports and evacuated to rear bases. The majority of these patients were afflicted with infectious jaundice and malaria, and were too ill to go ashore. Naval personnel were provided with adequate medical care by their own ships.

(b) The landings at MITSUHAMMA were uneventful and no casualties developed.

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COMMANDER AMPHIBIOUS GROUP ELEVEN

REPORT OF OCCUPATION OF KURE-HIROSHIMA, AND

MATSUYAMA AREAS OF JAPAN

Part VI - Special Comments and Information

Section C - Special Comments

1. Combat Information Center - Omitted.

2. Communications

(a) While the Operation Plan Communication Annex provided all necessary assault frequencies, the absence of opposition to the landings made their full use unnecessary. All circuits were manned on MINUS ONE DAY and secured whenever possible thereafter as the situation developed.

(b) Circuit discipline was very satisfactory. CW operators experienced difficulty in copying plain language transmissions resulting from relaxation of security restrictions due to the transition from wartime to peacetime procedure.

(c) Naval and Landing Force communication elements maintained close liaison during the planning stages resulting in efficient and satisfactory communications at the objective.

(d) The use of an RAGC during actual assault against opposition would have been extremely difficult. Space and material limitations do not permit the actual use of the numerous circuits required or provided for efficient combat operation. The complete facilities of an AGC are required for successful amphibious combat operations.

3. Smoke, Camouflage, Deception - Omitted.

4. Navigation

(a) Under orders from CTF 54 to depart PHILIPPINES in time to meet a Fox Day of 28 September for the KURE Occupation, should progress of minesweeping permit movement Task Group 54.28 composed of Commander Amphibious Group ELEVEN (CTG 54.11) in CALVERT with TransRon 16 (T.G. 54.12.1) escorted by LAWRENCE (APD 37) and GRIFFIN (APD 38) sortied from ABUYOG Anchorage, LEYTE at 0600/1 on 22 September and proceeded via route IRON. At 1330/1 23 September orders were received from CTF 54 to divert to OKINAWA pending confirmation of Fox Day. T.G. 54.28 arrived BUCKNER BAY at 1500/1 25 September.

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KURE-HIROSHIMA AND MATSUJIMA Areas - Part VI  
Section C - Special Comments

(b) In view of a threatening typhoon TG 54.28 sortied BUCKNER BAY at 1330/1 28 September and retired westward from OKINAWA. 29 September was spent steaming in the area to the west and northwest of OKINAWA pending passage of the typhoon which failed to recurve and passed well to the southward of OKINAWA.

(c) At 0840/1 on 30 September from a approximate position Lat. 27-04 N Long 126-27 TG 54.28 came to course 080° T and proceeded toward objective, routed to pass between OKINAWA and YORON JIMA to join route Zinc, in order to meet a tentative Fox Day of 3 October. At 2330/1 30 September orders were received from CTF 54 delaying Fox Day to 6 October, course was reversed and TG 54.28 returned to BUCKNER BAY, arriving at 1200/1 1 October.

(d) At 0800/1 3 October TG 54.28 sortied from BUCKNER BAY and proceeded toward the objective via route Zinc. During the afternoon of 4 October the weather deteriorated rapidly and at 1730/1 word was received from CTF 54 delaying Fox Day until 7 October because of a threatening typhoon. TG 54.28 reduced speed and maintained a course of 025° T in order to keep reasonably well clear to the eastward of KYUSHU but not to get too far from BUNGO SUIDO should the weather moderate and permit a redesignation of 6 October as Fox Day.

(e) At 0349/1 5 October orders were received from CTF 54 that transports should pass Point BUNGO at 0500/1 or as soon thereafter as practicable. TG 54.28 entered BUNGO SUIDO swept channel at 0839, being preceded by the Gunfire Support Group and CTF 54 in APPALACHIAN.

(f) The BUNGO SUIDO and IYO NADA swept channel was 4,000 yards in width and extended for 110 miles from the 100 fathom curve off BUNGO SUIDO to AKI NADA and HIRO WAN. A destroyer marked the seaward entrance at Point BUNGO and the channel was marked by old Japanese buoys and temporary buoys planted by the BUNGO Sweep Group.

(g) In view of the delayed entrance into BUNGO SUIDO it was impossible, with the speed restrictions in force, to transit BUNGO SUIDO prior nightfall and all units anchored in the swept channel off MATSUJIMA for the night. No difficulties were experienced in transiting BUNGO SUIDO on the morning of 6 October.

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5. Engineering - Omitted.6. Logistics(a) SUPPORT

Authority for the logistics support of the Central Occupation Group was derived from CinCPac and CinCPoa Oplan No. 12-45 (Revised), Com Fifth Fleet Oplan No. 6-45 and Com Fifth Phib For Oplan No. A1501-45. The following agencies, through CinCPac, ComServForPac and ComPhilSeaFron furnished the logistic support:

- (1) ComServRonTen (less ServDivs 101 and 102)
- (2) ComServDiv 103
- (3) ComServDiv 104
- (4) Commandant Naval Operating Base, Okinawa
- (5) ComServRon 6
- (6) ComServRon 7

(b) LOGISTICS AT STAGING AREA

At Manila and Leyte ships of the Central Occupation Group were supplied and provisioned, in so far as possible, at the following levels:

- (1) Ammo - to authorized capacity
- (2) Spares (Machinery, Ordnance and Electronics) - to authorized capacity
- (3) Fuels and lubricants - to authorized capacity
- (4) Clothing - 90 days; also full allowance special clothing described in Art. 1149-0 BuSanda Memo. 509, February 1945
- (5) General Stores, Medical Stores and Ship's Store Stock - 90 days
- (6) Provisions - Fresh to capacity; sufficient dry to subsist ship's personnel for 90 days endurance and troops for 60 days
- (7) Fresh Water - to capacity

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Action Report - KURE-HIROSHIMA AND MATSUYAMA Areas - Part VI  
Section C - Special Comments

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(c) LOGISTICS AT OBJECTIVE

ServDiv 103 Rep KURE (CO, USS VULCAN (AR 5) provided logistics at Kure-Hiro from vessels assigned to ServDiv 103, Unit DOG.

ServDiv 103 Rep MATSUYAMA (C.O., USS BEAVER (ARG 19)) provided logistics at Matsuyama from vessels assigned to ServDiv 103, Unit EASY.

Both ComTransRon 14 (Temp) and ComTransRon 16 (Temp) accorded the fullest cooperation in providing fuel and supplies prior to departure of transports to rear areas.

When authorized by CTG 50.3, Japanese repatriation ships were fueled by SerDiv 103 Unit DOG at Kure-Hiro.

The USS VANDERBURGH (ARB 48) provided Post Office and housing facilities.

Small boat pool was organized and operated by SerDiv 103 Unit DOG.

7. Medical

Public health conditions in the occupation areas were most unsatisfactory, and offered a definite hazard to the health of personnel of the occupation forces. The incidence of typhoid fever and diphtheria in the civilian population was high. All personnel of the occupation forces were cautioned to abstain from eating native foods and drinking untreated water. Fresh water aboard ships was chlorinated and salt water was used only for head flushing purposes. These measures were employed to avert a spread of bacillary dysentery. No epidemic developed. The naval personnel were immunized against cholera and typhus fever, and typhoid booster injections were brought up to date. None of these diseases were reported in the forces afloat.

Part (VI) - Section D - Special Features - Omitted.

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COMMANDER AMPHIBIOUS GROUP SEVENTH

REPORT OF OCCUPATION OF KURE-HIROSHIMA AND

MATSUYAMA AREAS OF JAPAN

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Part VII - Personnel Performance and Casualties

1. No performance of duty under combat conditions was required of personnel, and their conduct during the landing and occupation was, on the whole, good. Strict measures were taken to prevent looting or molestation of the Japanese.

2. Casualties are covered in Part VI - (C).

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